The Hongkong Telegraph.

(ESTABLISHED 1881.)

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$36 PER ANNUM. SINGLE COPY 10 CENTS.

SPECIAL TELEGRAMS.

AFFAIRS IN MOROCCO.

AMERICAN PROTEST.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 11, 8.5 p.m.

It is reported that America has protested against the establishment of a German naval base at Agadir in Morocco, which is the nearest port in Europe to the Panama Canal.

PARIS OPINION.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 2.5 p.m.

In an authoritative announcement published at Paris, it is stated that the "pourparlers" regarding the Moroccan situation and the position at Agadir are proceeding favourably.

Fears of Franco-German tension have been removed.

The announcement dwells upon Great Britain's and Russia's support being likely to be in accord with France.

GENERAL MOINIER PROSTRATED.

General Moinier, being prostrated with fever, has returned to Rabat, General Ditte replacing him.

LIGHT WEIGHTS.

TO MEET IN NOVEMBER.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 11, 8.5 p.m.

Welsh and Wolgast will meet in the Lightweight Championship of the World in November at Los Angeles.

PREMIER OF NEW ZEALAND.

PATRIOTIC SPEECH.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 11, 8.5 p.m.

The Premier of New Zealand (Sir Joseph Ward) before leaving England, declared that his attachment to the old country had been deepened and he acknowledged that he had been shown universal kindness during the course of his visit.

He realised the dependence of the Colonies on the Motherland.

SPECIAL TELEGRAMS.

WARSHIPS SOLD.

REPULSE & CAMPERDOWN.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 11, 8.5 p.m.

The British warships Repulse and Camperdown have been sold for £33,550 and £28,000 respectively.

CANTON NEWS.

Night Practice for Recruits.

THE "TELEGRAPH" CORRESPONDENT.

Canton, July 11.

The Army Board has informed the Canton Viceroy that the foreign nations are paying great attention to improving the art of instructing the soldiers at night practice, and that China should follow suit. They also call his attention to the fact that, in the autumn of last year all the recruits throughout the Empire were ordered to do night practice. A year has elapsed since then, and the Board supposes that they have made much progress in this direction. In the coming autumn the Board and the Army Advisory Council will jointly memorialize the Throne asking for the appointment of several Inspectors-General to visit every province and inspect the recruits at night practice. The Board asks the Viceroy to make preparations for the coming visit of the Inspectors-General. On receipt of the despatch, the Viceroy has instructed the Army Head Quarters to notify the commanders of the Canton Recruits accordingly.

China and "Back to the Land."

His Excellency Yum Cheong, Vice-President of the Army Board has, in view of the large tract of waste lands in the Empire, notified his intention of having them all opened up. The money obtained from transferring these wild lands to the people for development can be appropriated in the purchase of army stores, and the annual crown rents for these undeveloped lands can be devoted to the organization of the army. Prince Tsai To, the President of the Army Board, has favoured the suggestion, and asked the Viceroy and governors of various provinces to have inquiry instituted into the area of lands as available under their respective jurisdictions to assess the value of them, and make an estimate of the rents for same in course of development. They are to submit particulars to the Board in separate reports for consideration, and for an early start of the scheme. The Viceroy of Canton has just received a communication from the Army Board on the subject.

Exciting Struggle with Banditti.

The country market of Kum Chong in Hoi Kin, about 25 lis from the city of the Shui Hing District, is a trade centre, and was protected by over forty soldiers. About a week ago, the place was surprised by several hundred robbers at dawn. They entered the place as soon as the gate was opened and before the shops had opened their doors for business. The malcontents ambushed the camp of the soldiers. Though taken by surprise, the military put up a strong fight with their enemies. Two soldiers and a pedestrian were wounded. By this time the shopmen had prepared for the attack, and strongly guarded their doors. The robbers were then forced to retreat, and made for the Tai Lam village, where they bombarded the house of the commander of the soldiers by way of revenge. His uncle was wounded, while the wife and daughter-in-law of the commander were shot dead. Before the robbers left, they set fire to the house.

REUTER'S TELEGRAMS.

RAILWAY CASUALITY.

IN AMERICA.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 1.40 p.m.

The Bridgeport and Connecticut Railway Express to Boston was derailed at the viaduct.

The engine and five cars fell thirty feet on to the pavement below, and were smashed to atoms.

Thirty persons were killed and many were seriously injured.

ALBANIAN AFFAIRS.

PORTE'S ARMISTICE.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 4.40 p.m.

The Porte at Constantinople has further prolonged the armistice which His Royal Highness has declared against the revolting tribesmen in Albania to twenty days, but there is great impatience manifested in Constantinople as regards what is described as the refractoriness of the tribesmen, which is attributed to foreign intrigues.

"THUNDERER" SPEAKS.

London, July 11, 4.40 p.m.

"The Times" publishes a long letter, denouncing the ruthless extermination by Turkey of the Albanians and describes her movements in detail.

OBITUARY.

DEATH OF A GENERAL.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 4.40 p.m.

A Reuter's message informs us that Lieut.-General Sir E. H. H. Collen, is dead.

[General Collen was born in 1843 and won distinction in Abyssinia and in the Soudan.]

ROYALTIES IN IRELAND.

MEMORABLE VISIT.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 8 p.m.

In brilliant sunshine, His Majesty King George V., accompanied by Queen Mary, reviewed seventeen thousand troops in Phœnix Park and got a popular ovation.

REUTER'S TELEGRAMS.

HEAT WAVE IN AMERICA.

A RECURRENCE.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 8 p.m.

There has been a recurrence of intense heat in America, as a result of which there have been numerous deaths in the leading cities.

HOME POLITICS.

PARLIAMENT BILL.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 2.5 p.m.

Yesterday, Right Hon. A. J. Balfour, Leader of the Opposition in the House of Commons, lengthily conferred with Lord Lansdowne, Lord Curzon, Lord Cromer, Lord Derby and Lord Salisbury, regarding the attitude of the House of Lords in dealing with the Parliament Bill.

THE WELSH CHURCH.

DISESTABLISHMENT CAMPAIGN.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 4.10 p.m.

At a meeting of the Welsh members of the House of Commons yesterday, it was decided to immediately organise a disestablishment campaign.

JAPAN AND BRITAIN.

THE AGREEMENT.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 11 p.m.

In a despatch from Tokyo, received in New York, it is said that revision of the Anglo-Japanese Alliance is regarded as inevitable as the outcome of the Anglo-American Arbitration Treaty.

Britain has proposed a modification in the alliance, whereby the clause providing for mutual assistance in time of war shall be made inapplicable when either Power is fighting a nation wherewith the other has concluded an Arbitration Treaty. Japan has agreed.

REUTER'S TELEGRAMS.

A VETERAN.

AND A CELEBRATION.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 4.10 p.m.

Viscount Ridley presided at the banquet held in London in celebration of the Right Hon. Mr. Joseph Chamberlain's birthday.

The banquet was attended by 110 persons, all of whom represented Mr. Chamberlain's age and membership of the House of Commons and wore orchid buttonholes in honour of the occasion.

The Right Hon. A. J. Balfour paid a tribute to the great man whose continued advice, he said, inspired unalterable faith and was still a source of inspiration in the fight for Imperial preference.

Even now, if the Reciprocity Treaty was thrown out, it was not too late to achieve the advantages foreseen by Mr. Chamberlain.

Whatever happened, orthodox Free Trade was doomed.

INTER-'VARSITY SPORTS.

LATEST RESULTS.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 10.30 a.m.

The International Athletic Sports were brought off in brilliant sunshine and in presence of a very large attendance, at Queen's Club.

In the Oxford and Cambridge contest with Yale and Harvard the hammer throw championship was won by Putnam of Oxford with a throw of 151.5 feet.

In the hurdles, Chisholm of Yale won in 15.2-5 seconds, which is an Inter-'Varsity record.

The high jump was won by Canfield of Harvard, at 5 feet, 11.3-8th inches. He afterwards made an exhibition jump, in which he cleared 6 feet and 3-8th inches.

In the half-mile, Pribble of Harward won in 1 minute, 56 1-5ths seconds.

The hundred yards race was won by Macmillan of Cambridge in 10 and 1-5ths seconds.

The long jump was won by Holder, of Yale, distance, 22 feet, 9 1-4ths inches.

REUTER'S TELEGRAMS.

The two miles race was won by Taylor of Oxford, in 9 minutes, 20 and 1-5 seconds.

Black, of Cambridge, won the quarter-mile in 49 and 4-5 seconds.

The mile was won by Baker, of Cambridge, in 4 minutes, 27 and 3-5 seconds.

There was great enthusiasm in England on England winning the final event in the competitions.

HOME CRICKET.

COUNTY RESULT.

[SERVICE TO THE "TELEGRAPH."]

London, July 11, 11.55 p.m.

Yorkshire in their County match won by an innings and 13 runs.

PERSIAN LOAN.

FLOATED IN LONDON.

[SERVICE TO THE "TELEGRAPH."]

London, July 12, 7.30 a.m.

The Persian loan of £1,250,000 sterling, mentioned in the telegraphic message of the 3rd of May, has been issued at the price of 96 and 1-2.

The prospectus quotes a letter from the Foreign Office of date the third of the last month, promising diplomatic loan but declining to undertake any pecuniary liability in the matter.

BRUSSELS CONFERENCE.

HARCOURT'S ASSERTION.

[SERVICE TO THE "TELEGRAPH."]

London, July 12, 7.30 a.m.

Mr. Lewis Harcourt, Secretary of State for the Colonies, replying to a memorial presented from the Colonies, said that he hoped there would be an early meeting of the Brussels Conference? to discuss pending questions.

MOTOR MAN CHARGED WITH MANSLAUGHTER.

A Formal Hearing.

Before Mr. J. R. Wood in the Police Court this morning, Percy Edward Gibson, a chauffeur in the employ of the Exile Garage, was charged with alleged manslaughter of a Chinese boy yesterday at Wanchai. Inspector W. Kerr prosecuted.

P. C. Clark gave evidence as to the defendant's arrest.

His Worship (To Inspector Kerr)—When are you ready to go on?

The Inspector—I have a few witnesses to summon.

His Worship (To the defendant)—You are formally remanded till Tuesday next, the 10th, at 10 o'clock. No evidence will be taken. Bail $500.

CHINESE TELEGRAMS.

CHINESE NAVY.

FOUR GUNBOATS BUILDING.

["SHEUNG PO" SERVICE.]

Peking, July 11.

The Admiralty in Peking has instructed the building yard at Nanking to lay down for construction four gunboats of 1,000 tons displacement.

COMING REVIEW.

EXPENSES CURTAILED.

["SHEUNG PO" SERVICE.]

Peking, July 11.

Prince Tsai Tao, the Commander-in-Chief of all forces in China is trying to curtail expenses for the coming review of troops in the Autumn. The cost of the review has been estimated to $500,000.

PRINCE CHUN RETURNS.

["SHEUNG PO" SERVICE.]

Peking, July 11.

Prince Chun, the special representative of the Emperor of China at the Coronation of King George, has telegraphed to the new Cabinet stating that he will return to Peking at the end of the month.

NATIONALIZATION OF SHIPPING.

FIRST STEP.

["SHEUNG PO" SERVICE.]

Peking, July 11.

The Ministry of Communications intends to nationalize the China Merchant S. S. Co.

The merchants, however, will be allowed to preserve an interest in the Company in order to promote the shipping trade.

EDUCATION OF THE YOUNG EMPEROR.

("SHAT PO" SERVICE.)

Peking, July 11.

By order of the Empress Dowager, the young Emperor will commence his studies on the 7th moon at the Yuk Hing Palace.

Luk Yun Chang and Chan Pao Shun have been chosen as the Emperor's tutors.

The Weather Forecast.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$15,000,000.
RESERVE FUNDS:
Sterling £1,000,000 at 2/- 15,000,000
Silver 16,250,000
$31,250,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS
Hon. Mr. Henry Keswick — Chairman
G. H. Medhurst, Esq.—Deputy Chairman
F.H.Armstrong,Esq. C.R.Lenzmann, Esq.
G. Balloch, Esq. F. Lieb, Esq.
A. Forbes, Esq. E. Shellim, Esq.
G. Friesland, Esq. H. A. Siebs, Esq.
C.S. Gubbay, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 1 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2¼ per Cent. per Annum.
For 6 months, 2¾ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum,
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3½ per cent.
On Fixed Deposits for 3 months, 2½ per cent.
WM. DICKSON, Manager.
Hongkong, 1st May, 1911. [22

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUNDS ... „ 16,850,000

Head Offices—YOKOHAMA.

Branches and Agencies

TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO	LIAOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....4 per cent. p.a
„ 6 „ ...3-1/2 „ „
„ 3 „ ...2-1/2 „ „
TAKEO TAKAMICHI, Manager.
Hongkong, 13th March, 1911. [18

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold $3,250,000
RESERVE FUND.....Gold $3,250,000
Gold $6,500,000
HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
36, Bishopsgate.
LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 „ 3½ „ „
For 3 „ 3 „ „
GEO. HOGG, Manager.
No. 9, Queen's Road Central.
Hongkong, 20th Feb., 1911. [19

Banks

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY
PAID-UP.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.
BRANCHES:
Berlin Calcutta Hamburg Hankow Kobe Peking Singapore Tientsin Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK, (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
R. TIMMERSCHEIDT, Manager.
Hongkong, 16th Mar., 1911. [2

ENTERTAINMENTS.

THEATRE ROYAL.

LECTURE
on
CHRISTIAN SCIENCE
by
W. D. McCrackan, M.A., C.S.B.
Member of the Christian Science Board of Lectureship, Boston, U.S.A.

JULY 20th, 1911, at 6 P.M.

All are cordially invited.
Admission free.
Hongkong, 6th July, 1911. 1216

VICTORIA THEATRE.

Great Success of the
AUSTRALIAN
HUXHAM TRIO
From
TUESDAY, 4th July.

HONGKONG'S CORONATION PICTURES
and
CLEVER OPERATIC and BURLESQUE ENTERTAINERS.
Hongkong, 10th July, 1911. [1165

BIJOU SCENIC THEATRE.
Flower Street.

9.15 p.m. Every Evening. 9.15 p.m.
CINEMATOGRAPH
VAUDEVILLE
Miss VIOLET BONNETTA.

7.15 p.m. Pictures only. 7.15 p.m.
ARRIVING SHORTLY.
THE GRAND ENGLISH CORONATION FILM.
Watch Advertisements.
Lessee & Manager:
BOB. STEPHENSON.
Hongkong, 7th July, 1911. [1238

STEAM LAUNDRY CO.
YAUMATI.
Established 1899.

THE only successful Steam Laundry in the Far East. **The only Laundry in the Colony under European Supervision.**
Filtered Water. Regular Delivery. Flannels and underwear washed by skilled Japanese.
Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Beaconsfield Arcade. Tel. K82.
R. WOOD, Manager.
Hongkong, 1st Mar., 1911. [981

Intimations

The
REMINGTON - - -
- - - TYPEWRITER
is the universal saver, it is a time saver, a labor saver, a trouble saver, an expense saver, and a business builder.

SIEMSSEN & CO., HONGKONG AND CANTON,
1039] General Agents for the **Remington Typewriter Co.**

For Sight Seeing in an Up-to-date
MOTOR,
RING UP 1033.

THE EXILE MOTOR GARAGE.
Hongkong, 15th April, 1911. [1058

YOUR GLASSES
should give rest and comfort to your eyes. If they do and if the mountings are properly adjusted, they
ARE ALL RIGHT
Do not be satisfied unless they ARE. There is no comfort in spectacles that are merely "good enough." They are either RIGHT
OR ALL WRONG
If in need of changes, adjustments, or repairs, come and see us at our new location in York Buildings, between Kelly & Walsh and Moutrie's.
CLARK & Co. SCIENTIFIC OPTICIANS YORK BLDGS, CHATER RD. HONGKONG

33
"FELUCCA."
EGYPTIAN CIGARETTES.
MILD—AROMATIC—PURE.
MASPERO FRERES, LTD.,
CAIRO.

TRADE MARK
THE BERNESE ALPS MILK CO
STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.
BOTTLED AT DUNDEE, SCOTLAND.
Agents: F. BLACKHEAD & CO.,
0811 HONGKONG & CHINA.

WEISMANN, LIMITED.
BAKERS
CONFECTIONERS
CATERERS
RESTAURANTEURS
14, Des Vœux Road Central.
Hongkong, 20th April, 1911. [497

Notices

NOTICE.

WE have this day established ourselves at Hongkong and Canton as GENERAL IMPORT and EXPORT MERCHANTS.
CARL BODIKER & Co.,
Kommanditges. (Behaft auf Aktien), Hamburg.
Hongkong, 1st May, 1911. [1219

NOTICE.

NOTICE is hereby given that the INTEREST and RESPONSIBILITY of Messrs. ADOLF HEINRICH ERNST SCHULDT and SCHELTO SWART in the firm of SCHULDT AND COMPANY in Hongkong and Canton has ceased by mutual consent as from 1st day of May, 1911 and that Mr. GEORG WILHELM GUSTAV HARLING continues the business from that date upon his own account and upon his sole responsibility.
SCHULDT & Co.
Hongkong, 5th July, 1911. [1250

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

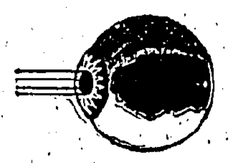
J. A. Wattie, Esq., Managing Director,
A. J. Hughes, Esq., Secretary.
S. B. Neil, Esq., F.I.A., Actuary.
A strong British Corporation Registered under Hongkong Ordinances and under late Assurance Companies' Acts, England.

Insurance in Force	£37,855,875.00
Assets	9,415,25.00
Income for Year	3,566,559.00
Insurance Fund	8,216,812.00

LEFFERTS KNOX, Esq.—District Manager.
B. W. TAPE, Esq.—District Secretary.
Hongkong, Canton, Macao and the Philippines
Alexandra Building.
C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, K.t., C.M.G., T. E. Hough, Esq., C. J. Lafrentz, Esq.
Hongkong, 26th January, 1911. 1810

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER
(Qualified).
No. 1, Queen's Road East,
HONGKONG.
29th April, 1911. [1095



SEEING IS BELIEVING
And that is why the majority of the people here believe, that they can get better fitting glasses at our place, than anywhere else in the Colony.
No charge for sight testing.
Doctors prescriptions accurately filled.
N. LAZARUS,
Ophthalmic Optician,
14, D'Aguilar Street.
Hongkong, 1st April, 1911. [929

Public Companies

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETIETH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 8th August, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE, Secretary.
Hongkong, 11th July, 1911. [1254

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of Three and a half Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.
The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered.
By Order of the Board of Directors.
A. SHELTON HOOPER, Secretary.
Hongkong, 11th July, 1911. [1255

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.
The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered.
By Order of the Board of Directors.
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment & Agency Company, Limited.
General Agents for the West Point Building Company, Limited.
Hongkong, 11th July, 1911. [1256

GRANITE & MARBLE Monuments
C. E. WARREN & CO.
REPAIRS & CLEANING UNDERTAKEN.
WREATHS.
[874

ICED SUMMER CORDIALS, with Pure Filtered Soda Water direct from the Fountain.
ICE CREAMS
All kinds of Bread. Samples free on application.
THE ALEXANDRA CAFÉ,
16, Des Vœux Road Central (next Hongkong Hotel). [1121

S.O.A.E.O.
FAR EAST OXYGEN AND ACETYLEN CO., LTD.
Autogenous Welding of Steel, Iron, Cast Iron Aluminium and Copper.
REPAIR OF BOILERS & KEELS by the oxy-acetylen process.
If you want to save money and time, if you want to get an A number 1 job,
TRY IT.
OFFICE: 71, PRAYA EAST. [1193

CALDBECK'S
"LIQUEUR"
WHISKY.

CALDBECK MACGREGOR & CO.
15, Queen's Road.
Hongkong, 29th June, 1911.

OUR CONTEMPORARIES.

What They Think.

China Mail.

Japan's Foreign Trade.

Japan's progressive commercial policy is reflected in the steady growth of her trade with foreign countries. This is amply proved by the mass of figures contained in the Financial and Economic Annual of Japan just issued by the Department of Finance, for a copy of which we are indebted to the Consul-General in Hongkong (Mr. T. Funatsu). The publication is most elaborately and carefully compiled, and much light is thrown on the tabulated returns by the admirable explanatory letter-press which precedes the several sections into which the book is divided. After reading these there can be no doubt that Japan's policy of turning to foreign countries for financial aid which it would be utterly impossible to secure within the confines of her own Empire is thoroughly justifying itself in the prominent position which the country is taking among the industrial and commercial nations of the world. Her National Debt, it is true, still grows, but if tact and discretion is displayed by her statesmen in the days ahead there is every reason to suppose that the ultimate result will be to the good of the country and to the betterment of the people.

Daily Press.

National Insurance.

"The scheme of deposit contributors has apparently for its basis of administration residence within a county or a county borough. Thus under Clause 45 all sums payable in respect of medical benefit are to be paid at the commencement of each year to the Health Committee of the county or county borough where the contributor resides. There appears to be no provision for the administration of benefits in respect of persons such as sailors who cannot be said to have a residence within any area." These are details, however, which doubtless will be satisfactorily settled when the Bill is in Committee, but the application of the scheme to Asiatic seamen employed on British ships is a much bigger question, not so easily settled, and the decision of the House on this feature of the Bill will be awaited with no little interest and anxiety in parts of the world which probably never entered into the vision of the framers of the Bill. To pass the clause as it now stands would be equivalent to giving a bounty to, say, Japanese ships trading to British ports, while if the scheme extends to British ships which never visit the ports of the United Kingdom it is imposing on them a handicap perhaps fatal to their prospects of successful competition. We cannot bring ourselves to believe that the Government ever intended the scheme to apply to British ships engaged in foreign coasting trade, as so many are in this part of the world.

South China Morning Post.

Fictitious Figures.

If the inclusion of the dust boats is to be taken as a criterion then we are bolstering up the position of the port on lines that are absolutely fictitious and totally misleading. The junk, or local trade, of the colony is quite a legitimate factor in the report, but minus the conservancy and dust boats this branch of trade is a comparative negligible quantity. There were in 1910 under this heading 40,436 boats of 2,387,871 tons. Deduct therefrom 21,050 conservancy and dust boats of 1,540,984 tons and the result is——? As a matter of fact the increase of 309,551 tons in the local trade of Hongkong is actually a decrease of roughly 200,000 tons when one considers that the tonnage of the conservancy and dust boats increased as compared with 1909 by over 500,000 tons. This is only one item in the Harbour Master's report which is open to question.

NANKING AND THE RAILWAY.

Future Prosperity.

In his report on the trade of Nanking for the year 1910, Mr. F. E. Wilkinson, H. B. M.'s Consul there, has the following:—

The construction of the southern section of the Tientsin-Pukou Railway, which is built with British capital by British engineers, has, during the last two years, considerably increased the proportion of British goods amongst the foreign imports, about sixty per cent. of the material imported for the line being of British origin. But for this item the position taken by the British Empire would have been considerably below the average of recent years, as the decline in cotton, the backbone of our trade, has been mainly at the expense of British goods. As it was, however, rather more than half the foreign goods imported came from the United Kingdom and her colonies.

Tientsin-Pukou Railway.

During the year under review the construction of the southern or British section of the Tientsin-Pukou Railway, which was commenced in January, 1909, made steady progress, and it was found possible in February, 1911, to attach passenger cars to the construction trains running between Pukou and Liphuaikwan, a distance of ninety-four miles. Rails have actually been laid as far as Hsuchoufu, which is not much more than thirty miles from the point at which the line joins up with the German section, and there is every hope that the whole of the British sections, which is 236 miles in length, will be available for traffic by about the middle of 1912. The construction of the railway appears to be presenting rather more difficulties than were anticipated. For many miles the line travels through a plain lying several feet below the level of the adjacent rivers. These are guarded by high flood banks which are liable to burst in flood-time and inundate the country, so that, to ensure the safety of the railway, it has been found necessary to support it on an embankment 20ft. high. Owing, however, to the marshy nature of the soil on which it rests, this embankment is continually subsiding and has to be as constantly raised again. In other places the train passes through rock districts where cuttings up to 40ft. in depth alternate with high embankments with numerous bridges and culverts.

Pukou.

So far no arrangements have been made for the opening to foreign trade of Pukou, the Yangtsze terminus of the line, which is situated on the northern bank of the river, opposite to Nanking. The idea of the Chinese authorities, if they open Pukou to trade at all, which, in their solicitude, on the one hand, for their sovereign rights, and, on the other, for their likin revenue, they seem very reluctant to do, but which, if the railway is to be a paying asset, is an absolute necessity, is to make the place a separate treaty port rather than extend the area of the treaty port of Nanking so as to include Pukou with its limits. The latter course would seem, however, the more practical of the two and would certainly save a good deal of confusion. The site of the future business quarter of Pukou will be along the foreshore of the river on either side of the railway terminus, which is situated immediately opposite the so-called foreign settlement of Nanking. At this point the Yangtsze is only some 1,200 yards in width, so that the two places must in any case share the same anchorage, which makes it almost absurd that they should be separate treaty ports. The delay of the authorities in coming to a decision on the point is likely to prove prejudicial to the interests of the railway, for the foreshore at Pukou is periodically invaded by the river and, to be above flood level, will have to be raised on an average about twelve feet. The filling in of the land will, as the experience of the railway has proved, be a slow and costly undertaking, far beyond the means of its present owners, so that it is quite certain that, unless Pukou is opened to trade promptly, and the sale of land permitted to foreign and Chinese business firms, in whose interest it will be to develop their land at once, the line will be completed before any facilities for trade other than those provided by the railway can be made available. That the Chinese directors of the line are alive to the necessity of facilitating the transport of passengers and cargo to and from Pukou would seem evident from the fact that they are negotiating at Peking for the construction of a railway ferry across the Yangtsze connecting the Pukou station with the terminus at the port of the Shanghai-Nanking Railway. Whether the through traffic will for some years justify the heavy cost which a ferry will entail is a matter of opinion. The expenditure of a considerably smaller amount on the development of Pukou would in all probability be more immediately beneficial to trade and bring greater profit to the railway. It may be, however, that the ferry is regarded as a possible alternative to the opening to foreign trade of Pukou.

Effect of Railway on Nanking

To Nanking the completion of the Tientsin-Pukou Railway will be of vital importance, for on this line depend her prospects of future commercial prosperity. As a distributing centre this port, owing to inferior communications with the interior, has been unable in the past, in spite of a more favourable geographical situation, to compete with its neighbours, Chinkiang and Wuhu, so that its trade has hitherto been almost entirely a local one. The new railway should bring down to Pukou for export the produce of the whole of the country north of the river, for which the line must also become the means of supply. Assuming, therefore, that no official obstacles are placed in the way of the development of the traffic of the railway, it seems almost certain that Nanking must become, next to Hankow, the most important commercial centre on the Yangtsze.

INDIAN BUDGET.

Details of the Indian Budget 1911-12 were issued recently with Parliamentary papers. Sir Guy Fleetwood Wilson, in introducing his financial statement, estimated the revenue at £77,927,000, and the expenditure (after provincial adjustments) at £77,183,800, leaving an ordinary surplus of £563,400, and a special surplus for opium of £180,400. The ordinary surplus is somewhat smaller than usual, but a part of the spare revenue has been set aside for the reception of their Majesties in India, and for the cost of the Delhi Durbar.

Omitting opium, a moderate all-round advance is anticipated in the classes of receipts which are directly affected by the agricultural conditions of the country. The difficulty of estimating, with any degree of certainty, the revenue from opium, was due to the lack of means of judging what prices or exports may be in 1912. The Government have to await the results of Sir Alexander Hosie's inquiry, and of the negotiations now in progress at Peking.

The total proposed expenditure in 1911-12 is composed of £51,024,600 in the Imperial, and £27,615,600 in the Provincial account. Compared with last year the Imperial expenditure is ostensibly £846,900 higher, but the real rise is approximately £11,400,000, of which £940,000 is reserved for the Coronation Durbar at Delhi. Detailed estimates of the Durbar, or of the military concentration which will accompany it, or of the minor episodes in the Royal Progress, have not yet been obtained, but in the Budget the sums of £633,300 for the civil and £306,700 for the military expenditure have been provisionally entered.

It is hoped by the hon. Finance member that the Council "will not consider the figures to be higher than the people of Indian would wish to provide for the becoming celebration of a great historic event."

The net increase in expenditure of the ordinary type is roughly £460,000. The financial outlook is satisfactory.

MANILA'S SHIPPING.

Protest Against General Tariff.

The proposal of the Board of Rate Regulation at Manila to establish a new general tariff of rates for the carriage of passengers and goods by sea is being strongly opposed by the various shipping organizations. The Shipowners' Association in particular have sent a very lengthy letter, endeavouring to show why there should be no general tariff instituted, to the Board, from which the following are extracts:—

It is to be presumed that the Board, in exercising the powers conferred upon it by Act 1779, is actuated solely by a desire to confer a benefit upon the public in general and in particular upon shippers of goods, and is acting upon the assumption that the rates now being charged by the carriers are unfair. It is believed, however, that this assumption is unwarranted by the facts. Act 1779 has been law for more than two years, and has offered a constant opportunity to every member of the community to invoke the aid of your Board in the correction of any unfair practises in the matter of charges or regulations on the part of any common carrier. We are informed by your Secretary, Mr. Minturn, that so far as he is aware no complaint whatever of that kind has been received by the Board. It would seem that this is strong proof that there is no demand or desire on the part of the mercantile community for Government intervention in the regulation of rates of carriers by sea, and that the fact that there is no such demand or desire is proof that there has not been in the past and that there is not now, anything unfair or oppressive in the attitude of the shipowners toward shippers.

"To build a competing line of railroad requires a permanent investment of capital and a mistake in judgment as to the amount of business which such a line can control may result in the absolute loss of the money expended in its construction, but the owner of a steamship to invade the territory of a competitor requires but the expenditure of a few tons of coal. This is especially true of the Philippine Islands, in which the coastwise trade is open to any vessel whose owner is ready to comply with the very simple formalities attendant upon obtaining a local registration.

It follows, therefore, that both by reason of the inherent nature of the business and the extreme ease with which the local fleet can be augmented by the introduction of additional vessels, competition, actual and potential, is constantly operating to keep the rates charged for the carriage of goods and passengers by sea within reasonable limits. Any attempt to charge more than what is necessary to obtain a fair return upon the capital invested would of necessity be defeated by inviting the immediate competition of other vessels.

The necessary and inevitable consequence will be that no matter how carefully the tariff of rates may be drawn—unless, indeed, the maximum is high enough to allow of adjustment by the operation of competition, as at present—it will be found that it will not be profitable for vessels to call at the smaller ports. As to some of them, it may be that only at certain seasons of the year will this effect be produced, but whether the obstacle be permanent or temporary, the result will be that it will be impossible for shippers desiring to ship goods to or from those ports to do so at will. The maximum tariff will be found too low to induce a vessel to call at such a port, and yet the shipper will be unable to adjust himself to the requirements of the situation by offering to pay a rate sufficiently high to overcome the difficulty. The practical effect will be, so far as the smaller ports are concerned, to cut them off entirely from regular communication with the larger ports. As to others, the effect will be to compel them to accept the service of a lower type of vessels. The maximum rate will not permit the better class of vessels to call at such ports, and no matter how willing the shipper may be to pay a higher rate for a better service he will be unable to do so."

"Under the provisions of the law as it now stands the prohibition of unfair discrimination between individual shippers by requiring the shipowner to carry for all comers upon like terms to the capacity of his vessel gives the public ample protection against the danger, which would otherwise exist, that the small merchant would be at a disadvantage as compared with his more powerful rival in the transportation of his merchandise. We believe that any further regulation is wholly unnecessary."

The communication of the Shipowners' Association has since been endorsed by quite one hundred firms in Manila.

THE FLOODS IN HUNAN.

The Yiyang correspondent of the "North China Daily News" writes:—

Lately we have had heavy floods, in this and adjoining districts. Here, in Yiyang, the water has been higher up in the houses within the city wall than people have seen before. After having had cool and rainy weather all through the month of May and the first half of June, we awoke on the morning of the 13th of this month to find that the water had entered our premises, and in the course of this and the following days the water rose constantly, till it stood about three feet high in our chapel and covered the platform and drenched our organ, which has, however—mirabile dictu!—not lost its voice. Our Lutheran Mission's day schools had to be stopped, as the class rooms were full of water, the Wesleyan schools in the third ward were in the same condition and the Italian priest had to take refuge in his Chinese loft.

The country about the city was also flooded to such an extent that the inhabitants in some houses had to remove tiles on the roof, in order to get a breathing space above the water, and many other houses were buried with their inhabitants. We went out in boats with buckets of cooked rice and distributed in several houses, where the inhabitants sat shut up in their lofts, without being able to obtain food or do any cooking. Afterwards the river police and the magistrate also distributed a large quantity of cooked rice.

The Surrounding Country.

After three days the water, however, went down to its ordinary level, and we hoped that the district had got off better than we expected. For although some of the smaller dykes had given way, and the fields about the city had been inundated, still the larger dykes had kept the water out. Since then, however, we have still had constant rain, so the prospects are getting darker. From the adjoining districts there comes news about a much worse condition of things than here. In the Lungyang district two-thirds of the rice fields are reported to be inundated, practically all the dykes having given way.

A Fresh Water Sea.

From Siangyin I hear that 150 houses have been washed away with their inhabitants, without leaving a trace. In the district between the Tzi river and the Siang river the steam-launches have been plying away over rice fields and homesteads, all difference between the canals, the dykes and the fields having been effaced in one large sea.

If the rainy and cold weather is still to continue for some time, we shall probably again have the district swarming with beggars, and have high rice prices, riots and troubles, as we had last year. If further investigation should show things to be very bad in our district, we shall, perhaps, also have to issue an appeal for famine relief funds.

International Cotton Manufacturing Co., Ltd.

At an extraordinary general meeting of the International Cotton Manufacturing Co., Ltd., held on Friday last at the Szechuen Road offices, Shanghai, resolutions passed at a meeting on June 15 were confirmed. The resolutions, which have already been published, provide for increasing the capital of the Company to Tls. 1,050,000 by the creation of 4,000 new shares of Tls. 75 each, and confer power to create further preferential shares, the aggregate not to exceed one-half the paid up capital of the Company. The resolutions were confirmed on the proposal of Mr. Jas. Jameson (who presided), seconded by Mr. F. Ayscough. The attendance at the meeting was representative of 1,420 shares.

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INDIAN CURRENCY POLICY.

At a crowded meeting of the East India Association at the Caxton Hall, Westminster, on June 14 Sir James Wilson, late Financial Commissioner in the Punjab, read an elaborate and valuable paper on this subject. He showed that great advantage had accrued to the country from the policy initiated in 1893, and urged that when Government had acquired a sufficient reserve of gold it should exercise liberty of choice as to whether it gave gold or rupees in payment of currency notes or Council bills, and should cease to be bound to give rupees for gold. The import duty on silver should be further enhanced, and arrangements should be made for coining sovereign in India and for the tentative issue of a ten-rupee gold coin.

Sir David Barbour, who was in the chair, gave an outline of the history of the closing of the Mints in 1893, when he was Financial Member of the Government of India. For years he was opposed to the closing of the Mints, and it was advocated by many persons before he took it up. When the fall in the price of silver first occurred in the seventies it was universally held in England that the change was due to what was called depreciation of silver. But when the matter came to be more carefully investigated it was found that the change was in gold prices, which had fallen largely, and that silver prices were nearly stable. In view of this fact, and of the further fact that the production of gold was stationary or dwindling, it was out of the question to think of establishing a gold standard in India. An attempt was then made to go back by international agreement to the old system of double legal tender, and the contest lasted for many years and with fluctuating fortunes. In the end he had to confess they were beaten, but he still believed that it would yet be acknowledged that it would have been better for the world to have settled the matter by international agreement. When, however, depreciation of silver began—for silver prices were distinctly rising—he recognized that by changing to a gold standard at a rate considerably below 2s. India would escape the effects of gold appreciation, and at the same time by closing the Mints to unrestricted coinage would escape, in some degree, the depreciation of silver. The proposals for a gold standard came from him and were referred by the Secretary of State to Lord Herschell's Committee, with the exception that the rate was fixed at 1s. 4d. per rupee instead of the 1s. 6d. he had recommended. The Mints were closed, and after a period of doubt and uncertainty the gold standard established itself automatically without costing a penny, and to the great benefit of the people and the trade and commerce of the country. He had not calculated what the total direct gain to Government in the matter of exchange had amounted to since the Mints were closed, but, it must be enormous, possibly seventy or eighty millions sterling. (Cheers.) Yet at the time there was no competition for any share in the possible future glory of being connected with the reform, and many eminent financial authorities proposed nothing but disaster.

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Cable Address: Telegraph, Hongkong.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 12th, 1911.

CHINA'S CONSTITUTION.

Among the many signs that China is moving in the right path towards the establishment of a better form of government, than has hitherto existed, is the fact that within the last fortnight the authorities at Peking have memorialized the throne on the subject, and in reply to their suggestion, an edict has been promulgated establishing a cabinet as well as a legislative council. With the edict comes the institution of several Yamens such as the secretariat, the bureaux of appointments, decorations, statistics and printing, and the abolition of the Commission of Constitutional Reform, the Board of Civil Appointments, Imperial Patent Office, and the offices which deal with the Imperial Decrees and memorials. The functions of these departments are now to come within the province of the Yamens of the newly organized cabinet, while, in the case of the Bureau of Translation, the responsibility will be transferred from the Grand Council to the Hanlin College. The edict goes on to say that other items concerning the official regulation and organization of the metropolitan and provincial governments will also be further revised, and the proposed revisions will be sent to Peking so that, should they prove satisfactory, the completion of the promulgation of reform will be carried out in due course.

The model for this reform is not, as would have been perhaps expected, of western origin, for on close examination it would appear that the Japanese form of government had been in the minds of the reformers. As in the case of Japan there is very little that makes for the liberty of the subject and it will be found, as a consequence, that the highly responsible form of government that is an ideal of western life, does not at present enter into the programme. Up to date, the development of representative institution in China has been practically a slavish copy of the island empire, but it is still a query that time alone will answer, whether the Chinese will be content with the narrow conception of constitutional liberty that now seems to satisfy the needs of the masses in Japan. In view of the trend of affairs in the Celestial Empire it would seem to us that this will not be the case, and when we face the fact that already the Chinese are preparing to go further than some of the occidental nations in the matter of nationalization of means of transport within their coasts, it is not without reason to expect that in the future China will carry the principles of constitutional liberty and democracy to a greater perfection than have the Japanese at the moment. In fact we should consider ourselves quite justified in prophesying that before many years have elapsed, considerable modifications of the new reforms will have come into force. In China there appears to be no aristocracy as in Japan, leaving of course the Manchu out of the question for the moment, and whereas in the case of the Land of the Rising Sun the demand for reform came from the nobility, in China the desire for the alteration of the existing state of affairs is the direct outcome of the awakening of the people to the fact that they are without the rights that the democracy has in other parts of the world. Consequently, it is the people that are at the bottom of the desire for political emancipation, as far as the Chinese mind can grasp such a thing, and the edict is an admission that the request is one for which there is perfect justification.

That the people at large are taking quite a great interest in the matter is easily seen, when it is remarked that an outcry has been raised against the appointment of a Manchu to the presidency of the cabinet, an outcry so strong that the Peking authorities have thought it worth while taking the matter into consideration. In proposing such an appointment in the first case precedent was followed, and precedent is a powerful factor in Chinese political life. Whether it will be followed in this instance time alone will tell; it depends on the success of the present prime minister and on the headway that the progressive party can make in the next few years. We venture to think that the outcry is a mistaken one. The edict and all it contains must be at present considered as an experiment that will only pass into perpetuity on absolute proof of its worth to the empire at large. Whatever might be the feeling with regard to Prince Ching, and even a great deal of that seems to be without adequate foundation, there can be no objection to his occupying office so long as he does not stand in the way of true social and political reform. In fact he may be a valuable asset to the empire in the position that he now holds, and if he proves to have come into feeling with the spirit of the age, there is no reason why his tenure of office should not see a large advance along the road to constitutional perfection.

DAY BY DAY.

Nought treads so silent as the foot of time. Hence we mistake our Autumn for our prime.

The English mail of June 10 was delivered in London yesterday.

Three cases of plague were reported during the 24 hours ended at noon yesterday.

Twelve tins of sweets and cigarettes were stolen from a shop in Queen's Road Central yesterday.

A storekeeper was awarded three months' hard labour at the Magistracy this morning for stealing $5 from the s.s. Vestfold.

The full band of the Pacific Mail Steamship Company's s.s. "Mongolia" will play at the Belle View Hotel to-morrow at 9.30 p.m.

Three months' hard harbour and four hours' stocks was the penalty paid by a Chinese this morning for stealing a quantity of rattan from a godown in McGregor Street.

We are informed by Messrs. E. S. Kadoorie & Co. that they have received cable advice from London that Para Rubber is quoted 4s. 10d. per lb. and the rubber market has again advanced.

A Big Fire.

A big conflagration occurred at Hohow in Samshui the day before yesterday, and over forty houses were burnt. The cause of the fire was the overturning of a kerosine lamp.

Malaria in Selangor.

The Kuala Lumpur health report shows 47 deaths from malaria for the month of June, a very high figure for the town. Dr. Gerrard is having special locality returns and an investigation made to show where the foci of the disease are, and the type.

An Audacious Fireman.

Jacob Coblain, a fireman on an oil-ship, went into the Police Club at 11 o'clock last night and assaulted one of the boys, tearing his jacket. This morning he was fined $3 for the assault, $2 for disorderly behaviour and was ordered to pay $2 compensation.

Theft on the Mongolia.

A pantryman on the s.s. Mongolia was charged in the Police Court this morning with stealing a pound of coffee beans valued at 35 cents, the property of the Pacific Mail Company. The defendant was also alleged to have stolen 12 lbs. of bacon, which he snatched from between the legs of another person while the latter was having an argument with another. The case was remanded.

The Hippodrome.

The Hippodrome is still continuing to draw large houses and the programmes provided are well received. The management has erected a special platform for the benefit of the patrons of this excellent entertainment, so that no one's view can be obstructed. To-morrow the management state that they will introduce a new turn from South America and the programme will be completely changed.

Typhoon Warning.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 4.05 p.m.:—Manila, July 11, 3.20 p.m. Cyclone or typhoon, Pacific Ocean, about half-way between the Mariana Islands and Luzon, direction unknown. A later typhoon warning received at the Manila Observatory at 8.30 p.m. says:—Manila, July 11, 7.10 p.m. Cyclone or typhoon N. of Formosa, moving N. W.

Fire Caused by Electricity.

On the evening of the 9th inst., a very old white nut tree growing by the side of a lane inside the Provincial Treasurer's yamen in Canton presented an unusual spectacle. Its trunk was in flames. Several hoses were applied to the tree and eventually the fire was put out. Foul play was suspected, but nothing of a suspicious nature was discovered. Nevertheless all the bark of the other trees in the department was chopped off as a preventive against incendiarism. Some Chinese scientists concluded that the fire must have been caused by electricity.

Mr. Symonds of Yam Seng is expected to return to Taipeng in about a week's time. He has undergone, successfully, a dangerous operation.

A farewell tiffin to Dr. J. C. Ferguson, who is leaving shortly for Peking, was given on Friday at the Palace Hotel, Shanghai, by the U. S. Consul General, Dr. A. P. Wilder.

Forty-six women were brought up at the Magistracy this afternoon on a charge of keeping sly brothels in Yi Yick Lane. The Magistrate ordered the houses to be closed within 48 hours.

A Chinese boy employed on board the Haiyang was brought up before Mr. J. R. Wood this morning on a charge of stealing a $10 bill from the Chief Officer's cabin. On the plaintiff testifying to the defendant's good character, the youth was discharged.

Advisors for China.

It is stated that Prince Tsai Hsun has telegraphed to Prince Chun, who went to England to attend the Coronation, instructing him to engage foreign advisers for the Chinese Navy.

Christian Science.

In connection with the Christian Science of Hongkong a lecture on Christian Science will be given to-morrow at the Theatre Royal by W. D. McCracken, Esq., Member of the Christian Science Board of Lectureship. The lecture will commence at 6 p.m.

Carnegy-van Vliet.

Mr. W. F. Carnegy, Assistant Surgeon Tan Tock Long Hospital, and a son of the late Mr. J. F. Carnegie of Penang, was married at Singapore to Miss Anna Christina van Vliet, second daughter of the late Dr. van Vliet.

Ayer Panas Rubber Co.

The case against the Directors of the Ayer Panas Rubber Company has been fixed for to-morrow and Friday. The case will come before Mr. Firmstone, Senior Magistrate of Singapore.

Retirement of Dr. H. N. Ridley.

There is universal regret that Dr. H. N. Ridley, M.A., F.R.S., the Director of the Botanical Gardens, Singapore, is shortly retiring from Government service after a brilliant career.

Wedding in Penang.

At the Presbyterian Church on the 3rd inst., the Rev. Mr. Lawson officiating, Dr. George Waugh Scott, medical officer of Chengkat Salak, Kamuning and Heawood Estates, was married to Miss Grace Welsh Guthrie, of Arbroath. Mr. W. B. Mitchie was best man and Mr. Thomas, the mines manager, gave the bride away.

MARINE COURT.

To-Day.

Before Commander C. W. Beckwith, R.N.

Unlawfully Leaving Port.

Wong Tsun Hung of the steam launch Wiken was charged with unlawfully leaving port without giving notice of his departure and without having obtained a clearance.

Defendant denied that he committed the offences wilfully and stated he had arrived and left many times without giving notice.

He was fined five dollars on each count or in default one month's hard labour.

DEATH OF MRS. MELBOURNE.

We regret to record the death at the age of 64 of Mrs. C. S. D. Melbourne, which occurred on the evening of the 10th inst. at Brighton. Mrs. Melbourne, who had been ill for some four months before her death, was the wife of the Hon. C. S. D. Melbourne, who died in 1891 at Brisbane, Australia.

The deceased lady was well known here, having visited Hongkong twice. She was very fond of travelling and had been practically over the world.

She leaves four children among whom are Mrs. J. Scott Harston and Mr Dick Melbourne.

YAUMATI FERRY COLLISION.

Marine Court Proceedings.

At the Marine Court this morning Commander C. W. Beckwith made inquiries into the circumstances surrounding the collision between two Yaumati ferry boats which occurred on the 15th June.

Mr. G. K. H. Brutton appeared for the coxswain of the Wai Hung, Chan Loi, and Mr. Reader Harris for the coxswain of the Wai Ying, Cheung Ngau.

Mr. Brutton briefly explaining his case said the Wai Hung left Jubilee-st. wharf on the day of the collision and set her course west for Yaumati. Chan Loi when he noticed the direction in which the Wa Ying was proceeding altered her course.

Mr. Beckwith: You mean the other boat was taking her water?

Mr. Brutton: Yes. He blew his whistle and gave orders to stand by and then seeing a collision was inevitable ordered the engines to stop.

The Commander: When you left Jubilee-st. wharf were you in charge?—Yes.

Did you navigate her across?—Yes.

Have you got a second coxswain on board?—No.

Were you at the wheel until the accident happened?—Yes.

When you were approaching the entrance did you see the Wa Ying?—Yes, about 600 yards away.

Witness said in answer to further questions that he was going eight miles an hour, that he slackened down when nearing Yaumati. He also said he never went at full speed, travelling always at three quarter speed. There were about forty or fifty passengers on board.

The Commander: Have you a bridge?—No.

Do you always steer yourself?—Yes.

What time did you come on duty?—Half-past five.

What time did you finish?—Eight or nine o'clock.

Are you on duty the whole of that time?—Yes.

And you have no second coxswain?—No.

He said the launch sank in about three minutes from the time of the collision.

Questioned by Mr. Harris defendant said he had a seaman on board at the time of the accident, but he had not been seen since. The man was not at the wheel.

Leung Ping spoke to seeing the collision and with the aid of models explained how it occurred.

Similar evidence was given by an independent witness named Fung Cheung, one of the men who was saved.

The Commander: How were you saved?—By climbing over the bows onto the Wai Hung.

Chung Ngau, coxswain of the launch Wai Hung, said he saw a sailor at the wheel of the Wa Ying whose alias was Kuk Wea Cha. He knew the man. Witness said he did not see the coxswain at the wheel before the collision, but afterwards saw him on board in the fore part.

In answer to the Commander witness said he was certain the coxswain was not at the wheel.

The inquiry was adjourned until Monday next.

AN OBSTREPEROUS THIEF.

Shot in the Back.

This morning, a Chinese was charged in the Police Court with the larceny of $1,205 as bailee. It appears that in June last defendant was handed the money by the branch office of the Opium Farm to take to the Head Office to put through certain transactions of opium. Instead of doing that, the man absconded. When arrested by a Chinese constable, he said the money belonged to his master. He took the constable to Saiwanho and then to Stanley to find his master, but half way up to the latter place, he said he had made a mistake and that his master did not live there. He then jumped over a wall about two feet in height and into the water and tried to reach a matshed. The constable on seeing his man trying to escape promptly fired at him, the latter receiving the shot in the back. This morning, the case was called and was remanded till to-morrow morning.

SHIPPING FREIGHTS.

The New Rebate Circular.

The Conference Liners, says "The Singapore Free Press," have now issued new circulars to shippers, and in view of the importance of the matter, we publish one in extenso.—

Singapore, 29th June, 1911.

Dear Sirs,—To those exporters from Singapore, Penang and the Malay Peninsula to Europe, or to ports via Europe, who, from the 1st January to the 30th June, 1911, have found it to their interest to confine their support and shipment, during that period, to the —— Line of Steamers, Limited, we shall be happy to allow a rebate of five per cent. on the freight paid as per Bill of Lading.

To those who, on the 31st December, 1911, have found it to their interest to confine their support and shipments during the whole twelve months to the said line, we will allow a further five per cent. on freights contributed up to 30th June, 1911, and ten per cent. on those from that date to the 31st December, 1911.

Until further notice, shipments made by the "P. & O.," Ocean S. S. Co., Ltd., China Mutual S. N. Co., Ltd., "M. M.," N. D. Lloyd, Austrian Lloyd, Societa Anonima Nazionale Di Servizi Marittimi, Compania Transatlantica of Barcelona and Cadiz, Nippon Yusen Kaisha, Glen Line (McGregor Gow & Co.,) Ltd., "Ben" and Hamburg-American Lines, and by the "German Australian," "Rotterdam Lloyd," "Stoomvaart Maatschappij Nederland," "East Asiatic Co., of Copenhagen," "Russian East Asiatic Steamship Co. of St. Petersburg," "Russian Steam Navigation and Trading Company," and "Compagnie Francaise de Navigation des Chargeurs Rounis" steamers to their Continental ports of call, or ports adjacent thereto, and by any conveyances to Baltic and Black Sea ports, will not invalidate claims for the above.

No "returns" will be payable on freight contributed by Rice, Hemp, Tobacco or Treasure.

Exporters applying for the returns, which will be payable in London, on and after the 1st September, 1911, and 1st March, 1911, respectively, must fill up and sign forms which can be obtained from the Agents.

Yours truly,

Line of Steamers, Ltd.

N.B.—The rebates promised in this circular are in substitution for those promised in the circular of 2nd January, 1911.

The effect of this seems to be that instead of keeping the rebate till the end of next year, the rebates will be kept for three months only and they will be paid, for the six months (five per cent.) in London after Sept. 1st; and as to the twelve months (ten per cent.) after March 1st, 1912. This seems to amount to, in effect, the closing of the present Conference and the payment of the deferred rebates, but the immediate formation of another. The old Conference ends, and a new one begins; and so on from year to year.

Is It Any Good?

Shippers are not at all sanguine as to this. It is true that any shipper who likes to ship by an outside liner to-day can do so without forfeiting his moneys which the Conference holds. It is equally true that on Jan. 1st, 1912, any shipper may send his cargo by what line he likes, in or out of the Conference, without losing the deferred rebates. But of what other line has been able or is he likely to be able to avail himself?

The shipper may charter a steamer; or other lines may decide to come here and compete for freight; but neither the one nor the other seems of any great practicable value at present. If and when shippers have to make fresh terms, it will be with a new Conference, apparently just as strong and just as arbitrary as the present one. While nominally setting them free after six or twelve months, practically they will be equally bound.

What then do shippers want? And what do we want for the good of the Port?

First and formost, both of us want a certainty that there shall be no preferential rates against Singapore and in favour of other ports. That, for instance, it shall not be cheaper to ship from Macassar than from Singapore. Singapore wants free play for her trade, and full opportunity for her positional and other advantages. Prima facie, it should cost very much less to send, say copra, from Singapore to any port of Europe, than to send it from Macassar to the same port. In Singapore we have facilities for handling cargo; coal can be obtained readily; there is every facility for carrying on transhipment business. And finally, the voyage from Singapore to the Continent is less than from Macassar to the Continent. Primarily, therefore, there is economically no case for preference in rates for other ports.

The tendency of modern trade is to establish direct relations. We can hardly hope—and indeed it would not be commonsense to attempt—to interfere with this direct trade, when it is justified by the trade. Freight from Macassar (merely to take an instance) as long as it is less than freight to Singapore, plus handling, plus commissions, and plus freight from Singapore must be admitted to be justifiable. But freight from Macassar ought never to be less than freight from Singapore alone. It stands to sense that some other than merely tradal influence is at work; that Singapore is not getting a fair show.

Freights must be Reasonable.

The difficulty is in determining what is a reasonable rate. Conference says "What the trade will carry without being utterly ruined." Shippers say also "What will not ruin the trade." Conference says: "You cannot expect us to give you fine ships and a regular service without a good rate of freight." Shippers say: "We don't want mail ships for copra. It will only stand a certain amount for freight. Anything above that is an exaction."

From this position some shippers deduce the argument: It does not matter what rates you charge, so that they are not liable to arbitrary variations. Let us know what the freight is, and we can manage our business.

A Fruitless Victory.

The new rebate agreement does not seem to materially alter the position in either of the two important respects noted above. There may still be preferential rates for other places; there may still be the freights "as much as the trade will carry," and there will still be the liability to have the freights raised with insufficient notice.

The only possible gain to the Colony is that the penalty for chartering has been reduced; and that the principal shipping firms will not have the secret rebate for not chartering (although their agency charges can be easily doubled, openly or in secret). Therefore the necessity for not repealing the Freights Ordinance still exists, in spite of Sir John Anderson's agreement with the Conference people, about which there ought now to be in the Colony some official record, since it took place on May 25th.

Perhaps the best way to raise the question would be for some Unofficial Member of council to ask for the papers.

PEARLING IN TAHITI.

Beds Exhausted.

The steamship Maraposa, recently arrived at San Francisco from the far away island of Tahiti, under French dominion, in the South Pacific, brings the first news that the government has lately prohibited the use of diving apparatus in carrying on the valuable pearl fishing industry, says the "Technical World Magazine."

This action was taken to save one of the most profitable enterprises of the colonies from destruction.

The commission which investigated the matter, found that the native divers who plied their trade without any diving apparatus and gathered up these valuable shells only as fast as they naturally increased had been supplanted by Europeans in diving gear who were in the employ of large corporations, and who gathered these shells in such quantities that a great many of the pearl-shell beds had been exhausted.

To keep temptation out of the way of the pearl hunters, all of the diving outfits, gear, etc., were gathered together by the French authorities and shipped away from Tahiti and the other islands.

OUR LETTER BOX.

[The opinions expressed by our correspondents are not necessarily those of "The Hongkong Telegraph."]

THE OPIUM AGITATION.

[To the Editor of the "Hongkong Telegraph."]

Sir,—In view of the article you wrote in your issue of the day before yesterday I beg to supplement a few remarks which may enlighten some of your readers who confine their readings on the question solely to the literatures issued by the Anti-Opiumist and their supporters. For some time there has been a surfeit of their writings on the progress of their cult which lack a great deal the representations of the true facts and thus betray the want of a right perception of the subject in question. At times they have shown an utter ignorance of the whole question in its elementary stage and a woeful want of the knowledge of the true facts in its entirety, for many and many a time they have magnified the gnat to a camel and minified the elephant to a fly ad nauseam. The acquiescence of the British Government in their adherence to the fact as completed in their latest agreement with China which is the cause of the present chaos—has struck a feather in the cap of the Anti-Opiumist and made him a bit happy in presuming that the goal has been achieved. But it is not so. In accordance with their theory the evil by present methods has been brought to a proper groove whence it can be crushed and grounded and the pulverized demon can be bottled and hermetically sealed by that famous seal of which we read about in "Arabian Nights" and sing their paean of praise of Orpheus have at last conquered Ahriman. But that mighty atom—the persuasive little imp—the progeny of a malignant spirit has found a way to overcome the difficulties and obstacles that were laid out to thwart his path, and hence his jubilation in overcoming them in the results which has brought him such a piece of good luck as smuggling, thus proving China worth of earnestness in exterminating the opium evil. And if more proof is wanted to convince the Anti-Opiumist there is none better to disillusion him of his false perception than the telegram which was published in one of our respected and authentic local journals a few months ago that the Chinese Government have exhorted their people to render "all assistance to the great Power" which in her great generosity has agreed to facilitate the extermination of the evil by the further curtailment of her own production, as it is her desire that opium should cease to grow and thus the evil would stop. The deduction is easy even to the most obtuse that China's attitude seems to be rather concessionary than supplicatory and their enthusiasm is more of a make belief. Sir, history is repeating what transpired twenty years ago when before signing the Chefoo Convention and negotiations were going on for the amalgamation of the Lekin dues with the Customs duties a strong movement was at foot supported by the Great Li to suppress the evil and yet miles upon miles of cultivated poppy were seen by the writer around Anhui and the surrounding districts. Smuggling in those times was not so profitable as it is now between the certified and uncertified opium that anybody with means at his command can commandeer. Every fishing smack that wends its way from the coast of the Malay Archipelago right up to the gulf of Tonquin direct into China through its many portals at its East and by the West up to the Northern shores of Arakan thence to the borders of Yunan with Singapore as the base of action. Besides there are many other routes by which the drug can be brought to China and baffle its extermination.

All these statements may be rather jarring on the nerves of those who are acquainted with the facts, yet when brought before the Anti-Opiumist they are poohpoohed, and he refuses to take them into his consideration; yet notwithstanding their complacent assurances that the object has been attained by the latest move of Great Britain with China things are getting from bad to worse, for the proof of the pudding is in the eating of it. The vice as it is called which was acted openly and can be brought under control it is now done surreptitiously and is getting beyond restraint. It reminds one of the cry in England of the purists league many years ago to remove the social evil which was stalking about in its nakedness and when this was done the evil flourished all the more, and got entirely out of control. The consequence was direful and too horrible to relate. "It is flourishing and walked in the night with high proud steps close behind the young and old like a witch's fiend pressing to be employed." The result is we see to-day the necessity of an invention of a combination of some deadly poison like the "606" to cure the evil. But it is foolish to think so as when the cure is known to be effective the indulgence will be the greater as it acts as an incentive.

And so it is in the case of opium the more it is hedged the more it flourishes. The question arises then how to exterminate these evils. The mode is simple if the responsible authorities only would take it into their consideration. In the case of the social evil the onus of the responsibility rests with the parents in the early ages of the children and the healthy environments and the example set before their children. Even when they have grown up to be men. Secondly the state for the means in the employment of responsible teachers and guides to teach a healthy and moral life instead of the cramming of the different isms and ologies and the provision of healthy moral resorts or places. Even though it is not a panacea for all evil yet it is better to spend millions on such a scheme than on the many fads that are expended on to-day by the easily gulled people at home which brings no good to anyone. As for opium, sir, nothing on earth can eradicate this evil or any other evil such as drink, cocaine, other drugs but to let it die out by itself. We have the Bible for an authority that all evils were purged out by fire or water and such drastic measures must be taken to preserve a vast multitude herded together from being totally annihilated. We have the authorities of the secular books and the various histories of the world that the good only followed by a drastic measure.

Now in this enlightened century such measures are called barbaric but yet with all the accumulations of our civilization of centuries upon centuries we have not arrived to any conclusion as how to tackle with evils in a scientific manner. So it seems the method of our early fathers is after all more effective than our present day process of handling the question. The only way to cure the people of a bad habit is to safeguard the young rising generation who have not tasted it and to let those who indulge it continue its practice till death and surely at the end of a quarter of a century, perhaps less, the evil by itself will die out. And the amount of money, labour, can be better spent in that way than in laying out as present in propagandas, etc., without achieving the object in view.

Having dealt with the moral and ethical side of the question let us turn our attention to the business side of it. Who is to be blamed for the present state of affairs when business is not only dislocated but is in a state of chaos. All along the British Government have given in to the demand of the Chinese Government pressed undoubtedly by the clamourings of the anti-opiumists and their factions and pledging itself to exterminate the evil and stop her Indian exportation. And this pledge was given without perhaps any thought of a disruption in the business and which has endangered the layings out of millions by the genuine trader who bought directly from the Indian Government with the full confidence of the protection he is to receive from his Government. So this pledge is the mischief which to-day the importer suffers thereby and had not this pledge been given by the Government in situ other ways and means could have been devised and a firmer attitude by England would have been taken in negotiations with China. The contention with the anti-opiumist is that the India Government should cease at once selling the drug. Have they ever taken into consideration that by doing so the China market and the Straits would be glutted with a sort of cheapor and inferior stuff that would spell ruination to the importer who bought the genuine and pure article at an immensurably higher cost and lying in the warehouses accumulated for sale the people whom they are crying to save and rescue. Will the Anti-Opiumist be so generous as to pay the difference and satisfy his conscience that he is doing some good? Certainly not, nor the British Government in India is foolish enough to stop a revenue and see it taken up with impunity by others so long as there is an outlet for it. Then the argument is turned ingeniously in this wise that importers should cease buying and the Indian Government would stop selling at once. Nothing of the sort. The Anti-Opiumist has not the least idea of the opium trade, how vastly it is entangled with the living of the thousands of natives in India and how heavy the loss would be to them. Apart from this would the Anti-Opiumist of China take up all the remaining stock and pay the piper at once? He will shrink at once from doing so when the bill is laid before him for payment as the amount of the cost would simply stagger him. It is then easier for him to be generous at others' cost and so he can afford to play the part of a philanthropist. Sir, it is better for the Anti-Opiumist to ponder on devising means to save the rising generation and those who are free from the vice in falling into the habit than by dislocating a trade in which those who indulge it by long habit are the customers, for no legislation or cure can eradicate the evil of a long standing habit at once without the aid of death and the spending of millions in the prevention of smuggling or any other illegitimate means.

I enclose my card,
Yours, etc.
X. Y. Z.

SCANDAL AT RIFLE MEETING.

This, from the Singapore correspondent of the "T. O. M.," is interesting.

It would appear from recent events that even at shooting competitions some men cannot be honest in Singapore. It has been known for some years that certain "shots" were said to bribe the native (Malay and Javanese) markers to signal more "bulls" for them than they really obtained; but this was in the way of a rumour, and nothing could be proved against the suspected persons. The suspicions were only told in whispers.

But now it has been proved beyond all possibility of doubt that the markers can be bribed. It is said that suspicions were aroused during the competitions of the Singapore Rifle Association meeting, now in progress, and the police authorities were communicated with.

Detective Constable Tyrell was told off to see what he could discover and he went down to the pavilion at the Balestier range and chatted with the Malay attendants. He told them he was taking part in the "A" class handicap shoot on the following Sunday and was very anxious to win. He hinted that he would make it worth their while if they would signal favourably while he was firing. The Malays promised that he would come out top, and when Tyrell left he handed over $15 in marked notes. When the shoot came off, the detective amused himself by firing into different portions of the bank and never once even aimed at his target. Bull after bull was signalled and when the scores were counted the detective was an easy winner with a very handsome total. The members congratulated him on his good shooting. Tyrell said: "I didn't win it, gentlemen, I bought it," and proceeded to explain who he was and what he had done.

The Committee has decided that the competitions fired last Saturday, namely, the N. R. A. medal, the A Class Handicap, the B Class Handicap and the B Class Cup, are to be fired again.

It is understood that the markers and attendants cannot be prosecuted but that two of them have been dismissed.—"Straits Echo."

THE NEW PERMANENT UNDER-SECRETARY.

The appointment of Sir John Anderson, Governor of the Straits Settlements, to the permanent Under-Secretaryship of the Colonial Office is (says the "Times of Ceylon") the best news the Crown Colonies have received for a long time whether by accident or intent. It is a step analogous to the several concessions that of recent years have been made to the self-governing colonies in response to the cry for less stereotyped and wooden methods in the Colonial Office. Our cry has always been for more light in the Colonial Office, that is to say a more intimate acquaintance with our needs, circumstances, and position. In Sir John Anderson the Colonial Office will have a permanent head who has a thorough acquaintance with a part of the world which has more in common with Ceylon than any other British Crown Colony, and next to an ex-Governor of the Colony we would sooner have the Straits Governor than anyone else in the position to which he has been appointed. We were in the hope once that the office would be bestowed upon Sir West Ridgeway, than whom we could not imagine anyone more likely to initiate a progressive and enlightened policy with regard to the Crown Colonies. The present appointment is a departure which we cannot too cordially welcome.

OPIUM SMUGGLING IN INDO-CHINA.

By reason of Moncay's close proximity to China, the post had become the centre for smuggling opium. In spite of the fact that the customs officials display the greatest zeal, and often make very smart captures, it is found to be impossible to prevent the drug entering Tonkinese territory. In fact practically every individual, going to the place, takes with him a few grammes of the drug, more often than not wrapped in paper and hidden in his hair. True, each one can only bring in a small amount but "Little brooks make great rivers" and the result is that in the aggregate large quantities of opium are finding their way into Moncay. In spite of the great activity of the customs officials, they find they are quite unable to cope with this form of smuggling.

CARNIVAL FREAK.

At Manila.

The "Technical World Magazine," just to hand, has the following:—

The Philippine carnival, originated by Americans in Manila, is one of the biggest and most entertaining annual shows in the Orient. Interesting exhibits from all over the archipelago, from China, Japan, Siam, Singapore, the Federated Malay States, the Straits Settlements, and other surrounding countries, are shown, while magnificent land and water parades, athletic tournaments and field sports, add to the amusement of the visiting throngs. The accompanying photos of certain features of the carnival are typical of the islands' festival of fun. The first shows Captain George T. Langhorne, U. S. A., one of the original promoters of the carnival, in his ingeniously contrived "mulomobile," where it cannot be said the cart is before the horse.

The decorated, grotesque-appearing launch shown in the second illustration is the creation of one of the foreign colonies of Manila, and was designed to take part in the water parade, which was one of the striking features of the carnival. The giant head surmounting the boat's awning was placed immediately over the smoke-stack, the cap having an opening in the top for the smoke to pass out. The effect was of course very curious and the vessel quite naturally attracted its full share of attention as it took its part proudly in the pompous pageant.

A resident of the Wyndham Hotel reports to the Police that someone stole a $10 bill from a hand-bag which was lying under his bed.

THE SINGAPORE HARBOUR WORKS.

Too much reliance should not yet be put upon the statement published in our columns recently, says "The Straits Times," which was to the effect that the differences between the Government of the Straits Settlements and the contractors of the new lagoon dock were in course of settlement and that the Colony might be saved the cost of the threatened litigations. A representative of the "Straits Times" was informed last Wednesday, by Mr. J. R. Nicholson, chairman of the Dock Board, that no official intimation of any impending settlement had been conveyed to Singapore. "On the contrary, Mr. Nicholson indicated that the matter was unlikely to end in that way yet and that the London representatives of the Government were still preparing for the carrying of the case to court.

Meantime, Messrs. Topham, Jones and Railton are making preparations to take up the work of construction where Sir John Aird's firm left off. A large staff of men are on their way out from home and the plant necessary to such a large undertaking is also being transmitted. The new contractors cannot, as at first sight might be suggested, take over the plant left by Sir John Aird, Ltd., for that has been seized by the Government pending the settlement of its claim for breach of contract. The terms of Messrs. Topham, Jones and Railton's contract have not been made public yet, but we understand the time allotted for the completion of the lagoon dock, and for the other works on which Sir John Aird, Ltd., were engaged, is five years. At the utmost, however it is extremely improbable that the actual time required will extend to anything near that. What is most likely is that the work will be completed in a period nearer two years than three. In any case it is certain that the site of the lagoon dock will soon again be the scene of much industry.

The Teluk Ayer Difficulty.

Work will also be resumed in full force at Teluk Ayer, where Sir John Jackson, Ltd., are building the new sea-wall shortly. Here the contractors found real difficulty with the foundations and the question has had to be threshed out by a committee of engineers employed by the Government and sitting in London. These experts have now formed their conclusions on the circumstances and their report may be in the hands of the local Government at any moment.

Apart from the dissension expressed by a section of local mariners regarding the difficulty of the tides passing that point, no dissatisfaction has been occasioned in the construction of the new graving dock. Work there always has been carried on satisfactorily and continues so, and it is confidently expected that the dock will be completed next year.

The Question of Tides.

In the matter of the tides, Mr. Nicholson is surprised at the views held by some people, those views voiced by Captain Stovell in these columns some time ago. The site was not chosen by the Government without the very closest study of tidal conditions. For a whole year prior to coming to a resolution in the matter the authorities took records of the currents and tides, and calculated their effect upon the proposed dock. It was found that the dock was planned to take the most advantageous position possible, the currents being of less force than at the mouth of the present Victoria and Albert Dock and at other points of utility at Tanjong Pagar. Mr. Nicholson, over and above that, states that when the plans were being considered the pilots engaged in the harbour were consulted and they were in general agreement with the proposals of the Government. After all is said and done the dock authorities, we take it, have not the least apprehension of the scheme being abortive, relying as they do on the carefulness and accuracy of their extensive preliminary investigations.

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The attention of passengers is directed to the splendid accommodation afforded by this steamer at cheap rates. A Doctor and Stewardess are carried, and all cabins have electric fans.

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Hongkong, 12th July, 1911. [1243

NORDDEUTSCHER LLOYD, BREMEN.

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NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th of July, at 9.30 a.m.

All claims must reach us before the 22nd of July, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This steamer brings Cargo Ex S.S. "Kronprinz" from Zanzibar. Transhipped at Aden.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 11th July, 1911. [7

CTE. LOUVENCOURT EXTRA DRY.

$24.00 .....per case.

FRENCH STORE, 6, Queen's Road.

Hongkong, 17th June, 1911. [74

POPULAR "ASAHI" BEER

Note our Price $12.00 per case containing 4 dozen quarts or 6 dozen pints.

Hongkong, 7th April, 1911. [84

TO-NIGHT! TO-NIGHT!

THE

Hippodrome Circus and Menagerie.

Location:—CAUSEWAY BAY. Under a Specially Constructed MAT SHED.

FIRST CHANGE OF PROGRAMME.

TO-MORROW!

SECOND GRAND CHANGE OF PROGRAMME.

First Appearance in Hongkong of the Famous

LORA FAMILY

Direct from South America.

FLYING AERIALISTS.

N.B.—Specially constructed platform had been erected for the benefit of 2nd class patrons, so that the view of the whole audience cannot be interrupted.

MATINEES: Wednesday and Saturday, at 4.30 p.m.

TIME AND PRICES AS USUAL.

Children under 12 years Half-Price.

Booking Office for Seats: ROBINSON PIANO CO.

Hongkong, 12th July, 1911. [1236

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS, PROVISION & COAL MERCHANTS.

Hongkong, 23rd Mar., 1911. [990

The Perfect Whisky.

—:o:—

See The Name, "D. & J. McCallum"

—:o:—

SOLE AGENTS—

H. PRICE & CO., LTD.,

12, Queen's Road Central,

HONGKONG.

Hongkong 11th July, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong		From Quebec.
"Empress of Japan"	Satur., July 22.	"Allan Line" ..... Fri., Aug. 18.
"Empress of China"	Satur., Aug. 12.	"Empress of Britain" .. Fri., Sept. 8.
"Empress of India"	Satur., Sept. 2.	"Allan Line" ..... Fri., Sept. 29.
"Montcalm"	Tues., Sept. 12.	.....
"Empress of Japan"	Satur., Sept. 23.	"Empress of Ireland" .. Fri., Oct. 20.
"Empress of China"	Satur., Oct. 14.	"Allan Line" ..... Fri., Nov. 10.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Montcalm" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian-Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ...£43 Via New York ...£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SHANGHAI v. NINGPO	CHOYSANG	Friday, 14th July, Noon.
SHANGHAI, KOBE, & MOJI	KUTSANG†	Friday, 14th July, D'light.
MANILA	LOONGSANG*	Saturday, 15th July, 2 p.m.
SINGAPORE, PENANG & CALCUTTA	NAMSANG*	Monday, 17th July, Noon.
SANDAKAN	MAUSANG	Monday, 17th July, Noon.
TIENTSIN v. TSINGTAU	CHEONGSHING*	Thursday, 20th July, Noon.
MANILA	YUENSANG*	Saturday, 22nd July, 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The Steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215. General Managers.
Hongkong, 12th July, 1911. [8

BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons D.W.	Captain	On or about
"ORTERIC"	11,000	Jas. Findley	July 27th.
"SUVERIC"	11,000	F. Cowley	August 22nd.
"KUMERIC"	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 6th July, 1911. [805

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	——	——	SHANGHAI	1st half July
Tjitarocm	JAPAN	1st half July	JAVA	1st half July
Tjiliwong	JAVA	2nd half July	SHANGHAI	2nd half July
Tjimahi	JAVA	2nd half July	JAVA	2nd half July
Tjipanas	JAPAN	2nd half July	JAVA	2nd half July
Tjikini	JAVA	1st half Aug.	JAPAN	1st half Aug.
Tjilatjap	JAVA	1st half Aug.	SHANGHAI	1st half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Buildings.
Telephone No. 375 [974

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

Projected Sailings from Hongkong—
Subject to Alteration

Destinations.	Steamers.	Sailing Dates, 1911
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID....	MIYASAKI MARU, Capt. T. Murai, T. 9,000	WEDNESDAY, 19th July, at Daylight.
	KITANO MARU, Capt. F. E. Cope, Tons 9,000	WEDNESDAY, 2nd Aug., at D'light.
	IYO MARU, Capt. R. Takeda, Tons 7,000	WED'DAY, 16th Aug., at Daylight.
VICTORIA, B.C., & SEATTLE ...	§ KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 15th July, from KOBE
VICTORIA, B.C., & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	§ TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 18th July, at 1 P.M.
	§ AWA MARU, Capt. Irizawa, Tons 7,000	TUESDAY, 15th Aug., at 4 P.M.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winckler, Tons, 7,000	FRIDAY, 4th Aug., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5,000	FRIDAY, 1st Sept., at Noon.
SHANGHAI, MOJI & KOBE.	‡ TOSA MARU, Capt. Tozawa, Tons 6,000	WEDNESDAY, 19th July.
KOBE & YOKOHAMA	HIRANO MARU, Capt. H. Fraser, Tons 9,000	THURSDAY, 20th July, at 11 A.M.
KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, T. 5,000	TUESDAY, 1st August, at Noon.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only.
* Carries deck passengers. † Calling at Djilouti.

CHEAPEST SUMMER RATES
between
HONGKONG and JAPAN PORTS.
Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	$120	$110	$100	$90
2nd "	$ 80	$ 70	$ 60	$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the **Great Northern** and **Northern Pacific Railways** and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager. [5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	"LINAN"	13th July, 4 P.M.
SAMARANG & SOURABAYA	"SHANTUNG"	15th, " 4 P.M.
SHANGHAI	"CHINHUA"	15th " M'night.
HAIPHONG	"SUNGKIANG"	18th " 10 A.M.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	18th " 4 P.M.
MANILA, CEBU & ILOILO	"TAMING"	18th " 4 P.M.
SHANGHAI	"ANHUI"	20th " 4 P.M.
SHANGHAI	"CHENAN"	22nd " M'night
MANILA, CEBU & ILOILO	"TEAN"	25th " 4 P.M.
SHANGHAI	"LINAN"	27th " 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

☞ AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

☞ MANILA LINE.—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

☞ SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Agents.
Telephone No. 36.
Hongkong, 12th July, 1911. [9

Shipping—Steamers

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,
TO
Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Marseilles, Havre & Hamburg:
S.S. Silesia ..... 16th July	S.S. "Silvia" ..... 22nd July
" Ambria ..... 23th July	For Havre, Bremen & Hamburg:
" Alesia ..... 9th Aug.	S.S. "Spezia" ..... 2nd Aug.
" Freienfels ..... 25th Aug.	For Havre & Hamburg:
" Suevia ..... 6th Sept.	S.S. "Liberia" ..... 7th Aug.
" Sachsen ..... 20th Sept.	For Rotterdam & Hamburg:
" Bayern ..... 6th Oct.	S.S. "Segovia" ..... 12th Aug.
	For Havre, Hamburg & Antwerp:
	"Saxonia" ..... 17th Aug.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.
Hongkong, 12th July, 1911. [956

HONGKONG—PHILIPPINES.
PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO...	4000	M. C. Smith.	MANILA, CEBU & ILOILO	THURSDAY, 20th July, 4 P.M.
RUBI	4000	S. Crosby ...	MANILA, CEBU & ILOILO	MONDAY, 31st July, 4 P.M.

For Freight or Passage apply to
SHEWAN, TOMES & CO.
GENERAL MANAGERS.
Hongkong, 11th July, 1911. [14

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.
Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to
A. R. MARTY,
24, Des Vœux Road.
Telephone 118.
Hongkong, 12th June, 1911. [1093

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.
Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
EMPIRE	3rd July	Saturday, July 22.
ST. ALBANS	28th July	" Aug. 19.
EASTERN	25th Aug.	" Sept. 16.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to
Gibb, Livingston & Co.,
Agents. [967

TOYO KISEN KAISHA
Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG
(Subject to Alteration)

Steamer	Tons	Captain	Date of Sailing.
* America Maru	11,000	A. G. Stevens	Friday, July 21, Noon.
† Tenyo Maru	21,000	E. Bent	Friday, July 28, Noon.
* Nippon Maru	11,000	H. S. Smith	Friday, Aug. 18, Noon.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, the 21st July, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).
Only Regular Direct Service to Mexican Peruvian and Chilian Ports.
PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, Noon
Buyo Maru	19,500	K. Hashimoto	Saturday, Oct. 14, Noon

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 15th August, at Noon.

For Further Particulars as to Passage and Freight, appl. to
K. MATSUDA, *Local Manager.*
KING'S BUILDING Opposite Blake Pier.
[868]

COMMERCIAL.

Shanghai Trade.

Messrs. Ilbert & Co.'s Piece Goods Market Report says:—

Although the week has upon the whole been a quiet one, with clearances only upon a fair scale, there are few if any signs of weakness in the general level of values, and buyers appear to be steadily becoming reconciled to high prices which are likely to be prevalent here for some months to come. Buying on the part of the Northern dealers is again the mainstay of the market, and these outlets have extended their purchases over a rather wider range of goods than was the case a week ago. Most of the Yangtse centres of trade and the nearer ones down the coast are doing but little, as in many districts the planting out of rice is still in progress, while all the cotton districts are engaged in hoeing and cleaning up the crop after the spell of wet weather that has prevailed throughout these regions.

Advices received to-day by telegram from one of the principal cotton States in America foreshadow the probability of a very large crop. The nerves of the cotton market will, however, be dependent upon the barometer in the cotton belt until the crop is consummated, but there is so far some satisfaction to be derived from being able to look forward to a likelihood of relief from the present era of dangerously high values, even though the earlier months of the marketing of the new crop may not show any great break in values, owing to the general barrenness of stocks throughout the world.

Yuen Fong Auction.

At Wednesday's sale, prices were weaker on the whole, chiefly on account of the tightness of the money market. Prices for Woollens were slightly higher all round, but Grey Shirtings showed an irregular tendency and both Mexicans and Sheetings were weaker. Of Jeans, the majority of chops realized rather better prices, but White Shirtings, in most instances, failed to reach the level of prices obtained at the previous week's auction. Black Italians, generally, showed a decrease in price, but Turkey Reds kept fairly steady.

Ewo Auction.

At Ewo Auction on Wednesday the following prices were realized as compared with the previous week's sale:—

Camlets.

	June 23. Tls.	July 5. Tls.
Man and Horse— Pink	17.30	18.05
" Indigo	17.45	17.45
" Gentian	16.25	16.25
" Scarlet	17.02	17.54
" New Green	18.50	18.75
" Orange	—	16.55
" Yellow	—	18.45
Swan Pink	17.20	17.90
" Scarlet	18.05	17.31
" Green	18.40	18.00

Shanghai Stock Exchange.

July 8.

H. & S. Banks $017-1.2 cash.
Fr. Municipals 6 per cent. 103 cash.
Sungalas 2-1.2 cash.
Dominions 25 cash.
Anglo-Dutch 1.05 cash.
Telephones 64 cash.
Langkats 98 cash.
Semambus 50 cents cash.
Gulas 11.00 cash.
Waterworks 375 cash.
Municipals 6 per cent. Debs. (1907) 105 cash.
Gula-Kalumpongs 12 cash.
Ziangbes 4 cash.

Messrs. J. A. Wattie & Co., Secretaries and General Managers of the Anglo-Java Estates, Ld., state that the Directors of the Anglo-Java Company have decided to recommend at the forthcoming annual meeting, called for the 19th instant, the payment of a dividend of 9d. per share, at exchange 2s. 4 3-4d., equal to Tls. 0.313 per share.

Messrs. Hugo Reisz and Co., Secretaries of the undermentioned Companies inform us that the output of rubber from the Estates for the month of June was as follows:—

Bukit Toh Alang Rubber Estates, Ltd.	625lb. (625)
Shanghai Kleban Rubber Estate, Ltd.	7201b. (750)

We are courteously informed that the output of dry rubber for the month of June, 1911, from the Semambu Rubber Estates is 487 lbs.

LOG BOOK.

The Tairen-Shanghai Service.

There is a prospect, says the "Manchuria Daily News," of effecting traffic connection between the S. M. R. Co., Tairen-Shanghai steamer service and the Shanghai-Takao service maintained by the Osaka Shosen Kaisha.

The development of through traffic by the S. M. R. steamer service in closer conjunction with the Chinese Eastern Railway and the other Russian railways, which is expected to be accelerated by the prospective establishment of the Russia-Japan through goods traffic system, will give a fresh impetus for some such arrangement.

M. M. O. Association.

The voting papers that had been issued to the members of the Mercantile-Marine-Officers' Association to ascertain their views as to the desirability of changing the name of the institution were opened by three scrutineers on July 3 when it was ascertained that the ballot was in favour of retaining the present name. The voting was: for changing the name, 39 votes, for retaining the present one, 82. Two papers were incomplete, making a total of 123 votes.

A Sunken Torpedo Destroyer.

A discovery was made on June 24 by the naval port authorities of Port Arthur while prosecuting clearing-operations outside the harbour, of a sunken-torpedo-destroyer, of about 300 tons, at about a mile south of the light-house on Tiger's Tail Promontory. There are no records indicating to which side the submerged destroyer belonged or when she was sunk.

Kayo Maru.

It is to be feared, says the "Syren," that the Japanese steamer Kayo Maru is ashore at Hokkaidi and will be a total loss. If so, the London market will suffer to the extent of about £6,000, or half the total value of the steamer. She was on a local coasting voyage.

The S. S. Kanna.

Messrs. Ramage and Ferguson, Limited, have launched on April 14, the Kanna, built to the order of the Union Steamship Company of New Zealand. Her dimensions are: 272 ft. b.p. by 41 ft. beam by 19 ft. 10 in. depth, moulded. She will take Lloyd's highest class, and has single deck, with poop, bridge and topgallant forecastle. The Kanna will have triple-expansion engines, with cylinders 21 in., 34 in. and 58 in. diameter by 36 in. stroke, supplied with steam from two steel boilers working at 180 lbs. pressure.

On the Clyde.

Clyde operatives who belong to the minor engineering trades were not long in following the example of the Amalgamated men and demanding increases of wages. They want a farthing an hour more, and in support of their application they contend that the advance conceded to them six months ago was only the restoration of rate which had been reduced some time previously. This is the frankest avowal of trade union policy there has been for a long time, because, while it has been obvious for years that the aim was to force wages to a higher level than the previous best in every time of plenty, nobody in trade unionism has had courage to admit it.

The minor trades in this movement are the United Patternmakers' Association, the Brassfounders, Finishers and Coppersmiths, the Scottish Brassmoulders, the West of Scotland Brassfinishers, the Associated Blacksmiths of Scotland and the Scottish Coppersmiths. Their representatives had a conference in Glasgow last week with the North-West Engineering Trades Employers' Association, but after three hours' profitless consideration of the matter the result was an adjournment for three weeks.

DON'T FORGET.

Wednesday, 12th July.

Hippodrome Circus, Causeway Bay, 9.15 p.m.

Victoria Cinematograph, 9.15 p.m.

Bijou Cinematograph, 9.15 p.m.

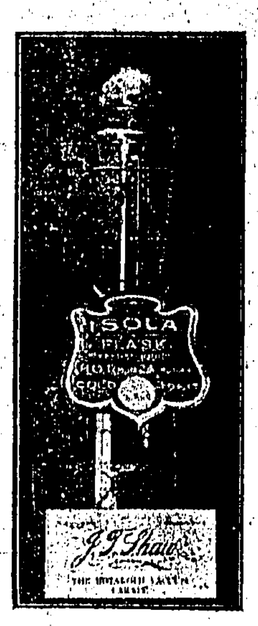
Saturday, 15th July.

National Bank of China, meeting at St. George's Building, 12.30 p.m.

Kowloon Tennis Finals.

Friday, 14th July,

French National Fete.



KWANGTUNG FISHERIES.

Protecting a Flourishing Industry.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, July 10.

The produce from the fisheries of Wenchow, Chuichow, Yunchow, Linchow, Kingchow and Ngaichow—in the province of Kwangtung have been so plentiful and the supply so inexhaustible that the province has, for a long time past, held the primary position in the fishing industries of the Empire.

The Ministry of Agriculture, Industry and Commerce has in view of the number of fishing spots, their extent and their nearness to Hongkong and Macao, deemed it necessary to take steps to protect this important industry. He has consequently telegraphed to the Viceroy of Canton requesting that the authorities of the different localities should be instructed to enquire into the various species caught, the progress of the industry, the number of fishing spots, the centres of the fish market, the amount of annual sales, and to take a census of the fishing population, besides getting particulars of the methods employed in catching the fish.

The results of their enquiries are to be submitted to the Ministry, through the Viceroy, for consideration.

To Let

TO LET.

GODOWNS in MASONS LANE good for storage of Wines and other articles. Rent moderate.

FIRST FLOOR of No. 4, Des Voeux Road, Central.

The BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912.

Apply to—

DAVID SASSOON & Co.

Hongkong, 7th July, 1911. [1078

TO LET.

GODOWNS at BLUE BUILDINGS, 4a, Praya East.

"CREGGAN," 39, The Peak.

No. 10, MACDONNELL ROAD.

OFFICES in KING'S BUILDINGS, 4th Floor.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

19, CONDUIT ROAD.

FLAT in BLUE BUILDINGS, 4 Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 9th June, 1911. [159

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong 1st June, 1911. [6

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 000.

Hongkong, 2nd Jun., 1911. [75

Intimations

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

THE "HUSSAR" COLLAR

$5.00 ..... per doz.

In all depths from 1¼in. to 3in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL, LIMITED.

28, Queen's Road.

Hongkong, 15th June, 1911. [1043

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to	8.00 a.m.	Every 15 min.
8.00 a.m. to	10.00 a.m.	„ 10 min.
10.00 a.m. to	11.00 a.m.	„ 15 min.
11.30 a.m. to	12.45 p.m.	„ 15 min.
12.45 p.m. to	1.15 p.m.	„ 10 min.
1.15 p.m. to	1.45 p.m.	„ 15 min.
1.45 p.m. to	2.15 p.m.	„ 10 min.
2.15 p.m. to	5.00 p.m.	„ 15 min.
5.00 p.m. to	8.10 p.m.	„ 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to	10.30 a.m.	every 15 min.
10.30 a.m. to	11.00 a.m.	„ 10 min.
11.45 a.m. to	12.00 noon	„ 15 min.
12.00 noon to	1.00 p.m.	„ 10 min.
1.00 p.m. to	5.00 p.m.	„ 15 min.
5.00 p.m. to	6.00 p.m.	„ 10 min.
6.00 p.m. to	7.00 p.m.	„ 15 min.
7.00 p.m. to	8.10 p.m.	„ 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers,

Hongkong, 16th June, 1911.

DRAGON CYCLE DEPOT,

ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers

and

Rickshaw Builders

REPAIRS TO

Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

'PHONE 482.

No. 63, Des Voeux Road Central

Managing Proprietor:

41] C. LAURITSEN.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP v. S'PORE, PENANG, C'MBO, PORT SAID AND MARSEILLES	NUMIA ..... W. F. G. Fox	Daylight, 14th July	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORE ..... Capt. G. Philipps.....	Daylight, 15th July	Freight and Passage.
SHANGHAI	DELHI ..... Capt. H. S. Bradshaw ...	About 20th July	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE ..... Capt. G. W. Cockman, R.N.R.	Noon, 22nd July	See Special Advertisement.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOCOTRA ..... Capt. F. L. Andrews, R.N.R.	About 27th July	Freight only.

For Further Particulars, apply to

P. & O. S. N. Co.'s office, Hongkong, 12th July, 1911.

E. A. HEWETT, Superintendent. [4

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers.	To sail on
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" .....17,300 Capt. J. Bortfeldt.....	WEDNESDAY, 12th July, 5 P.M.
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" ..... Capt. F. Bruning 6,000	SATURDAY, 15th July, at 4 P.M.
KUDAT & SANDAKAN	"BORNEO" .....5,050 Capt. F. Scmbill.....	Middle of July.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 29th June, 1911. [7

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

992] CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1022

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK
787ft. by 88ft. by 34ft. 6 in.
Pumps empty Dock in 2 3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient result

100-TON ELECTRIC CRANE on QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG
Telegraphic Address:—"TAIKOODOCK"

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.
Haiyang...	Capt. J. W. Evans ...	FRIDAY, 14th July, at 1 P.M.
Haitan ...	Capt. J. S. Roach.....	TUESDAY, 18th July, at 1 P.M.
Haiching...	Capt. W. C. Passmore.	FRIDAY, 21st July, at 1 P.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun ...	Capt. A. H. Stewart ...	THURSDAY, 13th July, at 1 P.M.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

957] General Managers.

Consignees

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ASSAYE," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:
From London, &c., ex s.s. "Moldavia."
From Australia ex s.s. "Moultan."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th July, 1911. [4

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "AMERICA MARU."

FROM SAN FRANCISCO, HONOLULU and JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading or countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on THURSDAY, the 13th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, 20th inst., afternoon, will be subject to rent and landing charge.

All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before MONDAY, the 25th inst., otherwise they will not be recognised.

K. MATSDA, Agent.

Hongkong, 10th July, 1911. [868

To Sail

Hongkong—New York.

AMERICAN-ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS & SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INVERCLYDE" On or about 27th July, 1911.

For Freight and further information, apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 3rd July, 1911. [1240

To Sail

Regular Steamship Service to New York,

via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA" Sailing on or about 14th July.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 8th July, 1911. [1252

The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "ASSAYE," Captain G. W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 22nd July, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "India," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Persia," due in London on the 3rd September, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th July, 1911. [4

CHINESE ENGINEERING and MINING COMPANY, LD.

CANTON-HONGKONG-TIENTSIN LINE.

With liberty to call at intermediate ports.

THE Steamship "KWANGPING" will be despatched for Tientsin about end of July.

For Freight, apply to

CHINESE ENGINEERING AND MINING Co., LD., 16, Alexandra Buildings, or CHANG FAT YUEN, 302, Des Voeux Road Central.

Hongkong, 3rd July, 1911. [1239

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908. [4

EXCHANGE.

Selling.

London—Bank T.T.	1/9⅜
Do. Demand	1/9 11/16
Do. 4 months' sight	1/9 13/16
France—Bank T.T.	2.27½
Amoy—Bank T.T.	43⅞
Germany—Bank T.T.	1.81
India T.T.	185
Do. Demand	185½
Shanghai—Bank T.T.	74½
Sang.—Bank T.T. per H.K. $100	77⅛
Japan—Bank T.T.	85½
Java—Bank T.T.	108½

Buying.

4 months' sight	1/10
6 months' sight	1/10 3/16
30 days' sight on Frisco & N. York	44⅝
4 months' sight do.	45⅝
30 days' sight Sydney & Melbourne	1/10½
4 months' sight France	2.32
6 months' sight do.	2.34
4 months' sight Germany	1.88½
Bar Silver	24 7/16
Bank of England rate	3 %
Sovereign	$11

POST OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The s.s. Empress of Japan with the Canadian Mail left Shanghai on Monday, the 10th inst. at 9 a.m. and may be expected here to-morrow.

The s.s. Hsinchang, with the Siberian Mail is due to arrive here on Saturday, the 15th instant.

A Mail will close for:—

Swatow—Per Helene, 13th July, 8 A.M.
Hoihow and Bangkok—Per Locksun, 14th July, 8 A.M.
Hoihow and Bangkok—Per Halvard, 15th July, 8 A.M.
Europe, &c., India via Tuticorin—Per York, 15th July, 9 A.M.
Batavia, Cheribon, Samarang and Sourabaya—Per Tjitarosm, 13th July, 11 A.M.
Chefoo and Newchwang—Per Fiji, 13th July, 11 A.M.
Kobe—Per Germania, 13th July, 11 A.M.
Swatow—Per Haimun, 13th July, noon.
Macao—Per Sui Tai, 13th July, 1.15 P.M.
Shanghai—Per Lisun, 13th July, 3 P.M.
Saigon and Sourabaya—Per Shantung, 13th July, 3 P.M.
Moji, Manzanillo and Guaymas (Mexico)—Per Fooshing, 13th July, 4 P.M.
Singapore—Per Peter Jebsen, 13th July, 5 P.M.
Shanghai, Kobe and Moji—Per Kutsang, 13th June, 5 P.M.
Singapore, Penang and Colombo—Per Nile, 13th July, 5 P.M.
Amoy, Foochow, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimidzu, Yokohama, Honolulu and San Francisco—Per Mongolia, 14th July, 10 A.M.
Ningpo and Shanghai—Per Choysang, 14th July, 10 A.M.
Swatow, Amoy and Foochow—Per Haipong, 14th July, noon.
Macao—Per Sui Tai, 14th July, 1.15 P.M.
Ningpo and Shanghai—Per Hunan, 14th July, 3 P.M.
Manila (Using Mail for Cebu and Iloilo)—Per Tsingtau, 15th July, 1 P.M.
Macao—Per Sui Tai, 15th July, 1.15 P.M.
Manila, Cebu, Iloilo, Yap, Angaur, Friederich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Prinz Sigismund, 15th July, 3 P.M.
SHANGHAI, SIBERIAN Mail to Europe—Per Chiltan, 15th July, 6 P.M.
Singapore, Penang and Calcutta—Per Namsang, 17th July, 11 A.M.
Sandakan—Per Mausang, 17th July, 11 A.M.
Europe, &c., India via Tuticorin—Per Dumbea, 18th July, 11 A.M.
Swatow, Amoy and Foochow—Per Haitan, 18th July, noon.
Manila, Cebu and Iloilo—Per Taming, 18th July, 3 P.M.
Wei-hai-wei and Tientsin—Per Kuichow, 18th July, 3 P.M.
Shanghai, Yokohama and Kobe—Per Nippon, 18th July, 4 P.M.
Tsingtau and Tientsin—Per Chongshing, 20th July, 11 A.M.
Manila, Cebu and Iloilo—Per Zafiro, 20th July, 3 P.M.
Shanghai—Per Anhui, 20th July, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per America-maru, 21st July, 11 A.M.
Swatow Amoy and Foochow — Per Haicheng, 21st July, noon.
Europe, &c., India via Tuticorin—Per Assaye, 22nd July, 11 P.M.

SHIPPING NEWS.

MAIL DUE.

German (Prinz Sigismund) 13th inst.

The Dodwell Line s.s. Suruga left Keelung yesterday afternoon and is therefore due here to-morrow at noon.

The Bank Line str. Kumeric arrived at Vancouver from Yokohama on the 8th inst.

The Bank Line str. Saxonia sailed from Vancouver for Yokohama on the 9th inst.

The Canadian Pacific Railway Company's R.M.S. Empress of India left Yokohama for Victoria and Vancouver, B.C., on the 11th inst., at noon.

The Silk ex R.M.S. Empress of China which left here on the 10th ult., arrived at New York on the 7th inst.

ARRIVALS.

Choy Sang, Br. s.s., 1,424, Courtney, 11th July—Shanghai 7th and Swatow 10th July, Gen.—J., M. & Co.

Fausang, Br. s.s., 1,410, H. S. Malkin, 11th July—Wakamatsu 10th July, Coal.—J., M. & Co.

Keong Wai, Ger. s.s., 1,115, F. Nicolaisen, 11th July—Bangkok 3rd July, Teakwood and Rice.—B. & S.

Lutzow, Ger. s.s., 5,115, B. Bortfeldt, 11th July—Bremen 31st May, Mail and Gen.—M. & Co.

Achilles, Br. s.s., 4,184, R. C. Thompson, R.N.R., 12th July—Foochow 10th July, Gen.—B. & S.

Shansi, Br. s.s., 1,228, E. J. Pottinger, 12th July—Canton 11th July, Gen.—B. & S.

Linan, Br. s.s., 1,319, C. C. Williams, 12th July—Canton 11th July, Gen.—B. & S.

Fri, Nor. s.s., 860, N. G. Andersen, 12th July—Canton 11th July, Beans—T. & Co.

Hoirun, Br. s.s., 611, A. H. Stewart 12th July—Swatow 11th July, Gen.—D. L. & Co.

Haldis, Nor. s.s., 1,005, G. Solberg, 12th July—Bangkok via Swatow 3rd July, Rice and Gen.—C. S. S. N. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Lutzow, for Singapore.
Helene, for Swatow.
Locksun, for Hoihow.
Kwangtuh, for Shanghai.
Choysang, for Canton.
Keemun, for Kutchinotzu.
Fausang, for Canton.
Hongkong, for Haiphong.

DEPARTED.

July 12.

Chicago-maru, for Keelung
Soshu-maru, for Anping.
Choysang, for Canton.
Kwangtuh, for Shanghai.
Hongkong, for Haiphong.
Carl Diderichsen, for Swatow.
Keemun, for Seattle.
Bombay-maru, for Singapore.
Telamon, for Shanghai.
Tjibodas, for Shanghai.
Luetzow, for Yokohama

PASSENGERS ARRIVED.

Per Lutzow, arrived 11th July from Brement, &c.:—

Aw Yous Khoy — Yit Meyer, K. B. — Pfeiffer, F.
Kälbe, O. — Sung Sioh Poh,
Krebs — Tan Choo Gek,
Kwong Wing, S. — Tsamtsoupolos, G.
Leong Wonk, — Wun, F. Ah
Lee Sing,

Per Haimun, arrived 12th July, from Swatow:—

Butterfield — Ollis, Mrs.
Law, Mr. & Mrs. — Tata

SHIPS PASSED THE CANAL.

4th July—Bayern, Bendorin, Cyclops, Genturret, Sumatra, Theseus 12th July—Himalaya, Hyson, Moyune, Oopack, Tango Maru, Alesia, Vorwaerts, Arcadia, Atreus.

Arrivals at Home—4th July—Agamemnon, Aki Maru, Jason, Montrose, Sicilia. 11th July—Bayern, Cyclops, Sachsen, Thesens, Yunnan.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs net.
In Bags of 250 lbs net

SHEWAN, TOMES & CO
General Managers.
Hongkong, 16th Aug., 1910. [84

MEE CHEUNG.
ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
Hongkong, 1st May, 1911. [1092

VESSELS IN PORT.

STEAMERS.

America Maru, Jap. s.s., 8,464, A. G. Stevens, 11th July—San Francisco 14th July, Nitrate, Provisions and Gen.—T. K. K.

Capri, Ital. s.s., 2,400, O. Figari, 6th July—Bombay 18th and Singapore 30th June, Gen.—C. & Co.

Foo Shing, Br. s.s., 1,429, W. D. Welsh, 1st July—Guaymas (Mexico) 30th May, Ballast.—J., M. & Co.

Germania, Ger. s.s., 1,713, H. Frandsen, 11th July—Canton 10th July, Gen.—J. & Co.

Haiyang, Br. s.s. 1,362, A. E. Hodgins, 11th July—Swatow 10th July, Gen.—D. L. & Co.

Halvard, Nor. s.s., 1,066, C. Andersen, 8th July—Bangkok and Swatow 7th July, Gen.—A. T. & Co.

Hanoi, Fr. s.s., 780, G. Baubier, 8th July—Haiphong via Pakhoi 6th July, Gen.—A. F. Marty.

Hanyang, Br. s.s., 1,207, G. J. Spink, 29th June...Newchwang 21st June, Beans and Oil.—B. S.

Helene, Ger. s.s., 771, H. Bendixen, 11th June—Hoihow 11th July, Gen.—J. & Co.

Kutsang, Br. s.s., 4,895, R. C. D. Bradley, 10th July—Calcutta 24th June, Gen.—J., M. & Co.

Locksun, Ger. s.s., 1,020, W. Taubert, 7th July—Bangkok via Swatow 30th June, Rice—B. & S.

Loongmoon, Ger. s.s. 1,245, H. Vogeler, 5th June—Saigon 1st July, Gen.—H. A. L.

Loong Sang, Br. s.s., 1,781, G. W. Leask, 11th July—Manila 8th July, Gen.—J. M. & Co.

Mausang, Br. s.s., 1,344, G. S. Weigall, 10th July—Sandakan 4th July, Gen.—J., M. & Co.

Merapi, Br. s.s., 1,480, E. Uldall, 10th July—Singapore 4th July, Sugar.—Kin Ty Loon & Co.

Mexican Prince Nor. Y. C. Young, 10th July—Ocrros Boy 30th June, and Palo Santo 3rd July, Kerosine oil.—A. P. & Co.

Mongolia, Am. s.s., 8,750, Peary E. Morton, 7th July—San Francisco 6th June, and Manila 5th July, Mail and Gen.—P. M. Co.

Nokonka, Br. s.s., 68, Davis, 7th July—Swansea 11th May, Ballast.—Order.

Namsang, Br. s.s., 2,591, P. M. B. Lake, 11th July—Kobe 5th July, Gen.—J., M. & Co.

Shantung, Br. s.s., 1,359, J. Robinson, 9th July—Honzay 7th July, Coal.—B. & S.

Tamba Maru, Jap. s.s., 6,183, K. Noda, 9th July—Seattle Wash. 6th June, Coal, Flour, &c.—N. Y. K.

Teucer, Br. s.s., 9,802, G. W. Parkinson, 8th July—Vancouver via Ports 25th May, Gen.—B. & S.

Tjitarom, Dutch s.s., 3,010, P. Zwart, 10th July—Milki 5th July, Gen.—J. C. J. L.

Vestfold, Nor. s.s., 1,112, Pettersen, 8th July—Bangkok 1st July, Rice.—C. S. S. Ltd.

SAILING VESSEL

Eclipse, Br. 4-masted Barque, 2,996, White, 29th June—Canton 28th June, Ballast.—Standard Oil Co.

Intimations

A LING & CO.
FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.
10, Queen's Road. [863

E. C. Wilks, M.I.Mech.E., A.M.N.A.
Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.
ALEXANDRA BUILDINGS, 2ND FLOOR.
Hongkong, 1st May, 1911. [1100

MAN CHEONG,
15a, WELLINGTON STREET CENTRAL, HONGKONG.
SWATOW DRAWING WORK.
Gentlemen and Ladies'
TAILORS & OUTFITTERS,
Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Laces, &c., &c.
Hongkong, 23rd January, 1911. 835

Note

HOTEL CRAIGIEBURN.

PLUNKET'S GAP
The Peak,
near the Tram Terminus.
Tel. 56.
For Terms, apply to the
27] MANAGER.

Hotels.

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
J. H. TAGGART,
Hongkong, 20th April, 1911. Manager. [25

GRAND HOTEL,
Telephone 197.
MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.
857] F. REICHMANN, Proprietor.

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.
Under Personal Supervision of
L. GAMEAU, Proprietor
N. BLUMENTHAL, Manager
Telephone, 170 Telegrams "Astor." [24

BELLE VIEW HOTEL.
Telephone No. 907.

A MUSICAL TREAT.

By kind permission of Captain Morton the full Band of the Pacific Mail Steamship Company's s.s. "Mongolia" will play at the above Hotel on Thursday, the 13th instant, commencing from 9.30 p.m. to 11.30 p.m.

All are cordially invited.

W. GALLAGHER,
Manager.
Hongkong, 11th July, 1911. [25

HOTEL VISITORS.

ASTOR HOUSE.

Beddoe, R. E.
Bell, Miss Bella
Bell, Miss Mary
Bell, Norton
Bosch, F.
Bredvad, A.
Brown, J.
Carpi, G.
Chapman, J.
Coville, Lieut.
Dunken, Mrs. G.
Fiege, L. P.
Fowler, Monsignor
Gaze, F. D.
Goodwin, W. J.
Gourgey, M.
Grant, Mrs.
Grunenberg, Mrs. V.
Hanitzsch, F.
Hindess, S. G.
Jones, E. M.
Joseph, J.
Lapicque, P. A.
Lehman, W.
Lorens, E.
Lowe's, T.
Lugebil, V.
Macedo, Miss C. M.
Mitchell, Mrs.
Mody, N.
Morriss, Mrs. K. de
Poise, M. D.
Pernaut, Mr. and Mrs.
Rey, L.
Piper, Mr. and Mrs.
Rondon, L.
Ross, Jno
Schlager, J. H.
Schleipen, F. L
Schroder, W.
Sizer, P. K.
Smith, J.
Sprinkle, W.
Stevens, L.
Stirling, Mrs.
Summer, H. E.
Turner, J.
Urban, Mr. and Mrs.
Vapporeau, A.
Wagner, E. H.
Walker, T. B.
Wawn, Mrs. C. E
Williams, W. A.
Wolf, A. W.
Young Nai On

GRAND HOTEL.

Crew, A. B.
Elsensohn, Mr. and Mrs.
Evans, Mr.
Gilbert, Mr.
Holmes, W.
Jacobsen, Joh.
James, B.
Kee, Edward H. M.
Kelly, Mr.
Keyt, Dr. F.
King, Mr. & Mrs. Chas. G.
Lohmann, H.
Marshall, Miss P.
Morrizvil, Paul
McGrath, Mr.
Meulendyk, P. A.
Mooney, R. J.
Muller, Mr.
Naminga, P. W. L.
Parkhill, H.
Prass, G.
Pringle, J. W.
Pychren, Th.
Ramsey, Mrs. A. L.
Samuel, Paul
Shaw, F. H.
Taylor, R.
Treadgold, E. J.
Wilson, J.
Wood, Mrs. C. H

HONGKONG HOTEL.

Anderson, W. H.
Apear, Mrs. E. M. A.
Aube, W.
Belogan, L.
Blanch, N. F.
Boyd, W. Reid
Bremer, E.
Brockmann, G.
Butters, Miss M. E.
Childs, R. N.
Chilvers, P. T.
Clarke, D. E.
Davidson, N. K.
Deligne, J.
D'Oettingen, V.
Drew, W. C.
Eames, E. J. W.
Edwards, Mr. and Mrs. F. W.
Ehrenfels, Mr. and Mrs. H. C.
Esrom, F.
Evans, G. H.
Fisher, H. G.
Forrester, J.
Fuller, Denman
Gilbert, Mr. and Mrs. J. R.
Goulbourn, V.
Gratama, D. M. G.
Gronjohann, W.
Hall, Capt. T. P.
Hanse T. F.
Hewett, Hon. Mr. and Mrs. E. A.
Harrison, A.
Hamilton J. C.
Hough, Dr. S.
Hutchinson, J. S.
Hutchinson, Miss K. F.
Hutchinson, L.
Innes, Capt. R.
Jones, K. M.
Jo eph, R. M.
King, Mr. & Mrs. G. L.
King, L. S.
Marriott, Dr. O.
Mellvian, P. S.
McKeen, M.
Mitchelmore, E. V.
Moser, N.
Moulder, Mr. and Mrs. A. B.
North, W.
Nye, P. H.
Odell, Dr. H. E.
Odom, F. S.
Pardine, H. G.
Pfeifer, F.
Pond, Ernest H.
Prichard, A. T.
Ray, E. H.
Robertson, J. H. M.
Shanklin, Dr R. L.
Smith, J. W.
Solomon, H. H.
Spalding, Dr. and Mrs. A. D.
Spittel, J.
Square, Miss W.
Steiner, Lt. and Mrs. C. E.
Tobin, R. J.
Waterman, E. J.
West, R. K.

CRAIGIEBURN.

Denison, A.
Gaskell, Mr. and Mrs. W. H.
Grant-Smith, E.
Grant-Smith Mrs.
Hancock, Lieut. & Mrs. R. L., R.N.
King, Mr. & Mrs. W.
Mackenzie, A.
Mondyk, A. C.
Ritchie, Mr. and Mrs.
Sisley, Lieut. and Mrs. G.
Smith, Mr. and Mrs. Morton
Stoneham, H. F.
Sutton, Mr. and Mrs. F.

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By Order,
"HONGKONG TELEGRAPH."
Hongkong, 22nd December, 1908. [75

Printed and Published by Richard Irving Hope, for the Proprietor, Dr. J. W. Noble, at 47, Des Voeux Road Central, in the City of Victoria, Hongkong.

SHARE REPORT.

S—SELLERS. SA—SALE. B—BUYERS

STOCKS & PAID UP VALUE.		CLOSING QTIONS.	LAST DIVIDEND AND DATE.	RETURN BASED ON LAST YEAR'S DIV.
BANKS.				
Hongkong & S'hai	$125	$695 sa. / £87 10/-	Final of £2 5/- at 1/10 / $24 54 for half year ended 31·12·10, making 4l. 5s. for the year	5%
National Banks	£5	$80 sa.	In Liquidation	
MARINE INSURANCES.				
Cantons	$50	$203½ sa.	$15 for 1909	8⅓%
North China	£5	T169	Interim of 10/- for 1910	
Unions	$100	$810	Final of $20 making $50 for 1909 and Interim of $30 for 1910	6%
Yangtzes	£50	$200 b.	$12 for 1909 and Int. of $3 on account of 1910	7½%
FIRE INSURANCES.				
China Fires	$20	$119 b.	$7 & b's of $2 for 1909	7%
Hongkong Fires	$50	$335	$27 for 1909	7½%
SHIPPING.				
China & Manilas	$25	$10¾	$1 for 1906	
Douglas Steamships	$50	$19 b.	5 p.c. for year end'g 30·6·08	
Steamboats	$15	$31 s.	Dividend of $1½ for half year ending 31·12·10	8%
Indo-Chinas (Preferred) (Deferred)	£5	$64	3% final making 6% for 1908 6% div. for 1909 on preferred shares	
"Shell" Transports	£1	6 3/9 / £11 b.	1/- per share Coupon No. 15 2/6 per share Coupon No. 16 for 1910.	£5
"Star Ferry"	$10 / $5	$26 b. / $16 b.	Div. 7 p. c. for year ending 30.4.11 / Bon. 5 p. c.	8% / 1½%
REFINERIES.				
China Sugars	$100	$84 b.	$10 for 1910	10%
Luzon Sugars	$100	$22	$3 for 1897	
MINING.				
Chinese Engineerings	£1	T13	Interim of 1/- on account for year ending 28.2.11 (Coupon No.16)	9%
Headwaters	P. 10	P.10	first year	
Raubs	£1	$2	1s. 2d. per share on 150,000	5%
DOCKS, WHARVES, & G'DOWNS.				
Fenwicks	$25	$1½ s.	$1¾ for year end' 31.12.06	
Kowloon Wharfs	$50	$59	$3 for year ending 31.12.10	4⅓%
H. K. & W'poa Docks	$50	$56 sa.	$1½ for ½ year end' 31.12.10	
Shanghai Docks	T. 100	1.57½	Tls. 2½ for 1910	8%
Hongkew Wharfs	T. 100	T.82	Final of Tls. 4 for 1910	8%
LANDS, HOTELS & BUILDINGS.				
Anglo French Lands	T.100	T.90 sa.	Tls. 6 29·2·10	6⅔%
Hongkong Hotels	$50	$120 / $75	$3 on old shares, $1.50 on new shares for half year 31·12·10	6%
Hongkong Lands	$100	$94 b.	$7 per share for 1901	7⅓%
Humphreys Estates	$10	$6¾	45 cents for 1910	7%
Kowloon Lands	$30	$25 b.	$2½ for 1910	7%
Shanghai Lands	T. 30	T.94	Tls. 6 for 1910	6⅔%
West Points	$50	$47	Final dividend of $2.20 per share making $4 in all for year 1910	8⅔%
Manila M'pole Hotel	P. 0	$11 s.	15 per cent. for 1910	
COTTON MILLS.				
Ewos	T. 50	T.83 s.	T4 for year ended 31·10·10 / T7 for year ended 20·12·10	12%
Hongkong Cottons	$10	$6½	50 cents 31.7·08	
MISCELLANEOUS.				
China-Borneo	$12	$9¾ sa.	$1 for 1910	11%
Light and Powers	$10 / $1	$1.15		
Do. (Spec. shares)				
China Providents	$10	$7⅞ s.	80 cents for 1910	10⅔%
Dairy Farms	$6	$21½ b.	$1.20 for year end'g 31·7·10	6%
Green Islands	$10	$8.40 b.	Interim of 15 cents per share for 1910	5%
Hongkong Electrics	$10	$21½ b.	$1.20 per share and b's of 10 cents	6⅔%
Hongkong Ices	$25	$18½ b.	$10 per share for 1910	6⅔%
Hongkong Ropes	$10	$18½ b.	$2 per share for 1910	11%
Langkats	g. 10	T.97	Special bonus T.2 15·1·11 / Interim div. T.1½ 15·3·11 / Interim div. T.1½ 15·6·11	
Morning Post	$25	$25	None	
Peak Tramway	$10	$12¼	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30·4·11	6% / 5%
Do. (new)	$1	$1.10 b.	None	
Philippines	$10	$5 b.	$1.50 for 1910	15%
H. Price & Co., Ld.	$10	$12 b.		
Societe des Pulperies et Papieteries du Tonkin	Preferred $50 paid up $45 / Benefit	$45 / $500	First year	...
Shanghai-Sumatras	T. 20	T95 s.	No dividend this year	2%
Steam Laundry	$5	$6¼	50 cts. for year end'g 30·5·10	10%
United Asbestos Oriental Agency, Ld.	$10	$10	15 per cent. per ordinary share for year ended 31·5·1910	
United Asbestos Founders Shares	$10	$300	Do,	
Union Waterboat	$10	$7	5 per cent. for year ending 31·12·1910	5%
Weismann, Ltd.	$10	$12 b.	10 per cent. for year ending 31·7·10	8%
Watson	$10	$6 b.	30 cents for 1909	
William Powell	$10	$8½ b.		

Corrected to 3 p.m. 12th July, 1911. by E. S. KADOORIE & Co., Share & General Brokers,
"The Telegraph" does not hold itself responsible for any of the above quotations.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER.
July 12th, a.m.

Station.	Hour.	Barometer.	Temperature	Humidity.	Direction.	Force.	Weather.
Hakodate	6a	29.45	—	—	WNW	1	—
Tokio	„	29.97	—	—	NW	1	—
Nagasaki	„	29.86	—	—	SSE	5	—
Chefoo	„	—	—	—	—	—	—
W'haiwei	9a	29.59	71	80	SE	2	cmr
Hankow	6a	—	—	—	—	—	—
K'kiang	„	29.75	75	95	—	0	b
Shanghai	9a	29.78	80	74	W	3	o
Gutzlaff	„	29.70	78	86	W	3	cr
Sharp P'k	„	29.70	83	—	—	0	o
Amoy	6a	29.70	81	83	SW	1	b
Swatow	„	29.70	79	97	SW	1	b
Canton	9a	—	—	—	SE	—	—
H'gkong	10a	29.82	84	73	SSW	1	o
Gap Rock	„	29.79	—	—	SSW	4	—
Macao	„	29.84	84	—	SSE	3	o
C. St. J.	8a	29.91	77	—	WSW	4	o
Manila	10a	29.88	84	—	NNW	1	o
Iloilo	9a	29.89	82	—	SW	1	o
Cebu	„	29.85	89	—	S	2	o
Labuan	„	—	—	—	—	—	—

	July 11th at 10 a.m.	4 p.m.
Barometer	29.81	29.71
Temperature	84	85
Humidity	72	67
Rainfall	—	—

On the 12th at 11.55 a.m.—The barometer has fallen considerably on the N.E. coast of China and at Vladivostok, and risen considerably to moderately over the Southern Loochoos, the Yangtze valley and the E. coast of China.

Depressions are lying over Shantung and the N. part of the Sea of Japan.

High pressure still covers the Pacific to the S.E. of Japan.

Moderate monsoon will continue to prevail over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

(1.)—Hongkong and Neighbourhood, S. winds, moderate; fair. (2.)—Formosa Channel, same as No. 1. (3.)—South coast of China between Hongkong and Lamocks, same as No. 1. (4.)—South coast of China between Hongkong and Hainan, same as No. 1.